February 10, 2003
Supersedes January 01, 2003

BEFORE SUBMITTING YOUR BID

1. **Use pen and ink to complete the Bid.**

2. **Have you signed and completed the Contract Agreement, Offer & Award Forms?**

3. **As a minimum, the Bidder will submit a Bid Package consisting of the Notice to Contractors, the completed Acknowledgement of Bid Amendments & Submission of Bid Bond Validation Number form, the completed Schedule of Items, 2 copies of the completed Agreement, Offer, & Award form, a Bid Bond or Bid Guarantee, and any other Certifications or Bid Requirements listed in the Bid Book.**

4. **Have you included prices for all Bid Items? ("Zero is not considered a bid price.")**

5. **Have you included a bid guarantee? Acceptable forms are:**

   A. **Bid Bond on the Department's prescribed form for 5% of the Bid Amount. (Or forms that do not contain any significant variations from the Department's forms as solely determined by the Department.)**

   B. **Official Bank Check, Cashier's Check, Certified Check, U.S. Postal Money Order or Negotiable Certificate of Deposit in the amount stated in the Notice to Contractors.**

6. **If the written Bid is to be sent, Federal Express overnight delivery is suggested as the package is delivered directly to the DOT Headquarters Building in Winthrop. Other means, such as U.S. Postal Services' Express Mail has proven not to be reliable.**

AND FOR FEDERAL AID PROJECTS

7. **Have you included your DBE Utilization commitment in the proper amounts and signed the DBE Certification?**

If you need further information regarding Bid preparation, call the DOT Contracts Section at (207)624-3430.

For complete specifications regarding bidding requirements, refer to Section 102 of the Maine Department of Transportation, Standard Specifications, Revision December 2002.

February 11, 2003

NOTICE

The Maine Department of Transportation is attempting to improve the way Bid Amendments/Addendums are handled, and allow for an electronic downloading of bid packages from our website, while continuing to maintain a planholders list.

Prospective bidders, subcontractors or suppliers who wish to download a copy of the bid package and receive a courtesy notification of project specific bid amendments, must provide an email address to Diane Barnes at the MDOT Contracts mailbox at: MDOT.contracts@maine.gov. Each bid package will require a separate request. Please provide us an email address, so we can maintain the planholders list that both the industry and MDOT uses.

Additionally, the new Acknowledgement of Bid Amendment form will be placed in MDOT bid packages beginning with the 2/12/03 advertisements. After that date, interested parties will be responsible for reviewing and retrieving the Bid Amendments from our web site, and acknowledging receipt and incorporating those Bid Amendments in their bids.

The downloading of bid packages from the MDOT website is not the same as providing an electronic bid to the Department. Electronic bids must be submitted via **http://www.BIDX.com**. For information on electronic bidding contract Rebecca Pooler at **rebecca.pooler@maine.gov**.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION

Bid Guaranty-Bid Bond Form

KNOW ALL MEN BY THESE PRESENTS THAT_____

_____, of the City/Town of _____and State of_____

as Principal, and _____as Surety, a

Corporation duly organized under the laws of the State of_____and having a usual place of

Business in _____and hereby held and firmly bound unto the Treasurer of

the State of Maine in the sum of_____,for payment which Principal and Surety bind

themselves, their heirs, executers, administrators, successors and assigns, jointly and severally.

The condition of this obligation is that the Principal has submitted to the Maine Department of Transportation, hereafter Department, a certain bid, attached hereto and incorporated as a part herein, to enter into a written contract for the construction of _____

_____

_____and if the Department shall accept said bid and the Principal shall execute and deliver a contract in the form attached hereto (properly completed in accordance with said bid) and shall furnish bonds for this faithful performance of said contract, and for the payment of all persons performing labor or furnishing material in connection therewith, and shall in all other respects perform the agreement created by the acceptance of said bid, then this obligation shall be null and void; otherwise it shall remain in full force, and effect.

Signed and sealed this_____day of _____20_____

WITNESS:

_____

_____

_____

PRINCIPAL:

By_____

By:_____

By:_____

WITNESS

_____

_____

_____

SURETY:

By_____

By:_____

Name of Local Agency: _____

NOTICE

For security and other reasons, all Bid Packages which are mailed, shall be provided in double (one envelope inside the other) envelopes. The *Inner Envelope* shall have the following information provided on it:

Bid Enclosed - Do Not Open
PIN:
Town:
Date of Bid Opening:
Name of Contractor with mailing address and telephone number:

In Addition to the usual address information, the *Outer Envelope* should have written or typed on it:

Double Envelope: Bid Enclosed
PIN:
Town:
Date of Bid Opening:
Name of Contractor:
This should not be much of a change for those of you who use Federal Express or similar services.

Hand-carried Bids may be in one envelope as before, and should be marked with the following infrormation:

Bid Enclosed: Do Not Open
PIN:
Town:
Name of Contractor:

INSTRUCTIONS FOR PREPARING THE CONTRACTOR'S DISADVANTAGED BUSINESS ENTERPRISE UTILIZATION PLAN

The Contractor Shall:

1. Submit a completed Contractor's Disadvantaged Business Enterprise Utilization Plan to the Contract's Engineer by 4:30 P.M. on the Bid day.

2. Extend equal opportunity to MDOT certified DBE firms (as listed in MDOT's DBE Directory of Certified Businesses) in the selection and utilization of Subcontractors and Suppliers.

SPECIFIC INSTRUCTIONS FOR COMPLETING THE FORM:

Insert Contractor name, the name of the person(s) preparing the form, and that person(s) telephone and fax number.

Provide total Bid price, Federal Project Identification Number, and location of the Project work.

In the columns, name each DBE firm to be used, provide the Unit or Item cost of the Work/Product to be provided by the DBE firm, give a brief description of the Work, and the dollar value of the Work.

If no DBE firm is to be utilized, the Contractor must document the reason(s) why no DBE firms are being used. Specific supporting evidence of good faith efforts taken by Contractors to solicit DBE Bidders must be attached. This evidence, as a minimum, includes phone logs, e-mail and/or mail DBE solicitation records, and the documented results of these solicitations.

NOTICE

The Department has revised the Disadvantaged Business Enterprise Proposed Utilization form and the procedure that has been used for the past several months for Contractors to submit the form.

The Apparent Low Bidder now must submit the form by close of Business (4:30 P.M.) on Bid day.

The new Contractor's Disadvantaged Business Enterprise Proposed Utilization Plan form contains additional information that is required by USDOT.

The Disadvantaged Business Enterprise Proposed Utilization Plan form will no longer be used. The new Contractor's Disadvantaged Business Enterprise Proposed Utilization Plan form must be used.

A copy of the new Contractor's Disadvantaged Business Enterprise Proposed Utilization Plan and instructions for completing it are attached.

Note: Questions about DBE firms, or to obtain a printed copy of the DBE Directory, contact Equal Opportunity at (207) 624-3066.

MDOTs DBE Directory of Certified firms can also be obtained at http://www.state.me.us/mdot/humnres/o_equalo/cdwbed_h.htm

NOTICE

Bidders:

Please use the attached “Request for Information” form when faxing questions and comments concerning specific Contracts that have been Advertised for Bid. Include additional numbered pages as required.

State of Maine
Department of Transportation

REQUEST FOR INFORMATION

Date _____ Time _____

Information Requested: **PIN: _____ Town(s): _____**

Request by: _____ Phone: (_____)_____
Bid Date: _____ Fax: (_____)_____

Complete top portion of form and transmit to the number listed in the Notice to Contractors

RFI No: _____ RFI received: _____

Response:_____

Response By:_____ Date: _____

CONTRACTOR'S DISADVANTAGED BUSINESS ENTERPRISE PROPOSED UTILIZATION PLAN

Low Bidder shall furnish completed form to Contracts Section by 4:30 P.M. on Bid Opening day.

TO: MDOT Contracts Section
16 State House Station,
Augusta, Me 04333-0016
or
Fax: 207-624-3431

Contractor: _____
Prepared by: _____

Telephone: _____ Fax: _____

BID PRICE: $_____FEDERAL PROJECT #_____LOCATION: _____

TOTAL DBE PARTICIPATION AS A PERCENT OF TOTAL BID PRICE = _____%

DBE Firm*	Unit/Item Cost	Unit #	Description of work & Item Number	Actual $ Value
			Total >	

If no DBE firm(s) are used, bidder must document efforts made to secure DBE participation and attach supporting evidence of this effort:

_____

_____.

Examples: Bidder relies wholly upon low quote subcontractor section, DBE firm(s) were not low quote. No DBE firms bid.

***Only DBE firms certified by MDOT prior to bidding can be utilized by Contractor for DBE credit. Directory of certified DBEs is available on MDOT's website: www.state.me.us/mdot**

Equal Opportunity Use:

Plan received ___/___/___ Verified by: _____ Action: _____

Office of Human Resources

Equal Opportunity

MAINE DEPARTMENT OF TRANSPORTATION

Certified Disadvantaged and Women Business Enterprise

DBE DIRECTORY - MINORITY OWNED

WBE DIRECTORY - WOMEN OWNED

WEBSITE FOR DIRECTORY CAN BE FOUND AT:
http://www.state.me.us/mdot/humnres/o_equalo/cdwbed_h.htm

It is the responsibility of the Contractor to access the DBE Directory at this site in order to have the most current listings.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
NOTICE TO CONTRACTORS

Sealed Bids addressed to the Maine Department of Transportation, Augusta, Maine 04333 and endorsed on the wrapper "Bid for the **Hot Mix Asphalt Overlay, Full Depth Reclamation with Foamed Asphalt, Full Reconstruction Areas, Drainage and Safety Improvements** in the townships of **Chain of Ponds** and **Coburn Gore**" will be received from contractors at the Reception Desk, Temporary Transportation Building in Winthrop, Maine, until 11:00 o'clock A.M. (prevailing time) on **May 7, 2003** , and at that time and place publicly opened and read. Bids will be accepted only from contractors prequalified by the Department of Transportation for highway construction or paving projects. All other Bids will be rejected. **MDOT is currently transitioning to provide for the option of electronic bidding. We now accept electronic bids for those bid packages posted on our electronic bid website. Electronic bids do not have to be accompanied by paper bids. However, during this transition, dual bids (one paper, one electronic) will be accepted, with the paper copy taking precedence. For those who chose to submit a paper bid alone, nothing has changed.**

Description: Maine Federal Aid Project No. STP-9691(00)X, PIN 9691.00; STP-1021(500)X, PIN 10215.00

Location: In Franklin County, project STP-9691(00)X is located on Route 27, beginning 11.91 km (7.40 mi) south of the Chain of Ponds/ Coburn Gore town line and extending northerly 8.1 km (5.03 mi). Project STP-1021(500)X is located on Route 27, beginning 3.81 km (2.37 mi) south of the Chain of Ponds/Coburn Gore town line and extending northwesterly 8.45 km (5.25 mi) to the Canadian Border.

Outline of Work: Hot Mix Asphalt Overlay, Full Depth Reclamation with Foamed Asphalt, Full Reconstruction Areas, Drainage, Safety Improvements and other incidental work.

For general information regarding Bidding and Contracting procedures, contact Bruce Carter at (207)624-3430. Our webpage at http://www.state.me.us/mdot/project/design/homepg.htm contains a copy of the schedule of items, Plan Holders List, written portions of bid amendments (not drawings), and bid results. For Project-specific information fax all questions to **James Andrews** at (207)624-3471. Questions received after 12:00 noon of Monday prior to bid date will not be answered. Bidders shall not contact any other Departmental staff for clarification of Contract provisions, and the Department will not be responsible for any interpretations so obtained. Hearing impaired persons may call the Telecommunication Device for the Deaf at (207)287-3392.

Plans, specifications and bid forms may be seen at the Maine Department of Transportation, Temporary Transportation Building in Winthrop, Maine and at the Department of Transportation's Division Office in Dixfield. They may be purchased from the Department between the hours of 8:00 a.m. to 4:30 p.m. by cash, credit card (Visa/Mastercard) or check payable to Treasurer, State of Maine sent to Maine Department of Transportation, Attn.: Mailroom, 16 State House Station, Augusta, Maine 04333-0016. They also may be purchased by telephone at (207)624-3536 between the hours of 8:00 a.m. to 4:30 p.m. Full size plans $254 ($269.50 by mail). Half size plans $127 ($134.75 by mail), Bid Book $10 ($13 by mail), Single Sheets $2, payment in advance, all non-refundable.

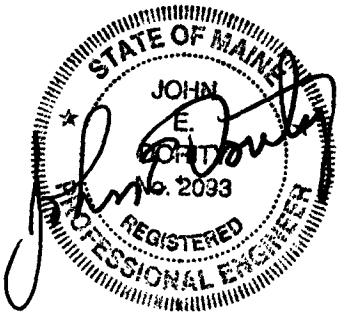
Each Bid must be made upon blank forms provided by the Department and must be accompanied by a bid bond at 5% of the bid amount or an official bank check, cashier's check, certified check, certificate of deposit, or United States postal money order in the amount of $150,000 payable to Treasurer, State of Maine as a Bid guarantee. A Contract Performance Surety Bond and a Contract Payment Surety Bond, each in the amount of 100 percent of the Contract price, will be required of the successful Bidder.

This Contract is subject to all applicable Federal Laws. This contract is subject to compliance with the Disadvantaged Business Enterprise program requirements as set forth by the Maine Department of Transportation.

All work shall be governed by "State of Maine, Department of Transportation, Standard Specifications, Revision of December 2002", price $10 [$13 by mail], and Standard Details, Revision of December 2002, price $20 [$25 by mail] **as updated through the advertisement date for this project**. Standard Detail updates can be found at http://www.state.me.us/mdot/project/design/homepg.htm

The right is hereby reserved to the MDOT to reject any or all Bids.

Winthrop, Maine
Date: April 16, 2003



JOHN E. DORITY
CHIEF ENGINEER

Chain of Ponds and Coburn Gore
9691.00, 10215.00
March 19, 2003

ACKNOWLEDGMENT OF BID AMENDMENTS
&
SUBMISSION OF BID BOND VALIDATION NUMBER (IF APPLICABLE)

With this form, the Bidder acknowledges its responsibility to check for all Amendments to the Bid Package. For each Project under Advertisement, Amendments are located at http://www.state.me.us/mdot/project/design/schedule.htm. It is the responsibility of the Bidder to determine if there are Amendments to the Project, to download them, and to incorporate them into their Bid Package. The Maine DOT will not post Bid Amendments any later than noon the day before Bid opening.

Amendment Number	Date

The Contractor, for itself, its successors and assigns, hereby acknowledges that it has received all of the above referenced Amendments to the Bid Package. Failure to acknowledge receipt of all Amendments to the Bid Package will be considered a Non-curable Bid Defect in accordance with Section 102.11.1 of the Standard Specifications, Revision of December 2002.

CONTRACTOR

_____ _____
Date Signature of authorized representative

_____
(Name and Title Printed)

Bid Bond Validation Number _____
(Applicable to annual bid bonds or electronic bid bonds.)

MAINE DEPARTMENT OF TRANSPORTATION

BID

DATE OF OPENING : CALL ORDER :

CONTRACT ID : 009691.00

PROJECTS

STP-9691(00)X
STP-1021(500)X

COUNTY : FRANKLIN

CONTRACT ID: 009691.00 PROJECT(S): STP-9691(00)X
STP-1021(500)X

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
	SECTION 0001 HIGHWAY ITEMS					
0010	201.11 CLEARING	4.210 HA				
0020	202.203 PAVEMENT BUTT JOINTS	407.000 M2				
0030	203.2001 COMMON EXCAVATION - PLAN QUANTITY	85378.000 M3				
0040	203.21 ROCK EXCAVATION	3930.000 M3				
0050	203.24 COMMON BORROW	5481.000 M3				
0060	203.242 DIRTY BORROW	1000.000 M3				
0070	204.41 REHABILITATION OF EXISTING SHOULDERS, PLAN QUANTITY	246.000 M2				
0080	206.07 STRUCTURAL ROCK EXCAVATION - DRAINAGE AND MINOR STRUCTURES	165.000 M3				
0090	211.20 INSLOPE EXCAVATION	4001.000 M				
0100	211.30 DITCH EXCAVATION	947.000 M				

CONTRACT ID: 009691.00 PROJECT(S): STP-9691(00)X
STP-1021(500)X

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0110	211.40 NEW DITCH EXCAVATION	12439.000 M				
0120	304.103 AGGREGATE SUBBASE - GRAVEL (TRUCK MEASURE)	150.000 M3				
0130	304.104 AGGREGATE SUBBASE COURSE - GRAVEL (PLAN QUANTITY)	33356.000 M3				
0140	309.36 FULL DEPTH REC PAVEMENT W/FOAM ASPHALT 6 INCH DEPTH	139118.000 M2				
0150	403.209 HOT MIX ASPHALT 9.5 MM(SIDEWALKS,DRIVES, INCIDENTAL)	285.000 MG				
0160	403.210 HOT MIX ASPHALT 9.5 MM NOMINAL MAX SIZE	21270.000 MG				
0170	403.211 HOT MIX ASPHALT (SHIM)	530.000 MG				
0180	409.15 BITUMINOUS TACK COAT APPLIED	24860.000 L				
0190	411.09 UNTREATED AGGREGATE SURFACE COURSE	950.000 M3				
0200	411.10 UNTREATED AGGREGATE SURFACE COURSE (TRUCK MEASURE)	100.000 M3				
0210	603.16 375 MM CULVERT PIPE OPTION I	483.500 M				

CONTRACT ID: 009691.00 PROJECT(S): STP-9691(00)X
STP-1021(500)X

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0220	603.17 450 MM CULVERT PIPE OPTION I	236.200 M				
0230	603.179 450 MM CULVERT PIPE OPTION III	425.100 M				
0240	603.1952 600 MM REINFORCED CONCRETE PIPE CLASS V	71.500 M				
0250	603.199 600 MM CULVERT PIPE OPTION III	117.100 M				
0260	603.209 750 MM CULVERT PIPE OPTION III	40.240 M				
0270	603.219 900 MM CULVERT PIPE OPTION III	14.700 M				
0280	603.37 1600 MM SPAN 1075 MM RISE PIPE ARCH	16.460 M				
0290	603.45 1219 MM REINFORCED CONCRETE PIPE CLASS IV	29.740 M				
0300	603.47 1524 MM REINFORCED CONCRETE PIPE CLASS IV	29.260 M				
0310	604.092 CATCH BASIN TYPE B1-C	5.000 EA				
0320	604.247 CATCH BASIN TYPE F5-C	1.000 EA				

CONTRACT ID: 009691.00 PROJECT(S): STP-9691(00)X
STP-1021(500)X

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0330	606.17 GUARDRAIL TYPE 3B - SINGLE RAIL	2145.500 M				
0340	606.172 GUARDRAIL TYPE 3B SINGLE RAIL, 2.4 M POST	403.860 M				
0350	606.21 GUARDRAIL TYPE 3B - 4.5 M RADIUS OR LESS	7.620 M				
0360	606.22 GUARDRAIL TYPE 3B - OVER 4.5 M RADIUS	7.620 M				
0370	606.265 TERMINAL END - SINGLE RAIL - GALVANIZED STEEL	2.000 EA				
0380	606.35 GUARDRAIL DELINEATOR POST	80.000 EA				
0390	606.47 SINGLE WOOD POST	18.000 EA				
0400	606.754 WIDEN SHOULDER FOR 350 END TREATMENT	24.000 EA				
0410	606.79 GUARDRAIL 350 FLARED TERMINAL	38.000 EA				
0420	609.31 CURB TYPE 3	693.000 M				
0430	609.311 SPECIAL CURB - CAPE COD DESIGN	177.000 M				

CONTRACT ID: 009691.00 PROJECT(S): STP-9691(00)X
STP-1021(500)X

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0440	610.08 PLAIN RIPRAP	3481.000 M3				
0450	610.16 HEAVY RIPRAP	225.000 M3				
0460	610.18 STONE DITCH PROTECTION	625.000 M3				
0470	613.319 EROSION CONTROL BLANKET	21943.000 M2				
0480	618.1401 SEEDING METHOD NUMBER 2 - PLAN QUANTITY	804.000 UN				
0490	618.1411 SEEDING METHOD NUMBER 3 - PLAN QUANTITY	806.000 UN				
0500	619.1201 MULCH - PLAN QUANTITY	1610.000 UN				
0510	619.1401 EROSION CONTROL MIX	1450.000 M3				
0520	620.54 STABILIZATION GEOTEXTILE	3360.000 M2				
0530	620.58 EROSION CONTROL GEOTEXTILE	3101.000 M2				

CONTRACT ID: 009691.00 PROJECT(S): STP-9691(00)X
STP-1021(500)X

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0540	627.76 TEMPORARY PAVEMENT MARKING LINE, WHITE OR YELLOW	LUMP	LUMP			
0550	629.05 HAND LABOR, STRAIGHT TIME	50.000 HR				
0560	631.10 AIR COMPRESSOR (INCLUDING OPERATOR)	15.000 HR				
0570	631.11 AIR TOOL (INCLUDING OPERATOR)	15.000 HR				
0580	631.12 ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	190.000 HR				
0590	631.132 SMALL BULLDOZER (INCLUDING OPERATOR)	40.000 HR				
0600	631.14 GRADER (INCLUDING OPERATOR)	150.000 HR				
0610	631.15 ROLLER, EARTH AND BASE COURSE (INCLUDING OPERATOR)	150.000 HR				
0620	631.172 TRUCK - LARGE (INCLUDING OPERATOR)	225.000 HR				
0630	631.18 CHAIN SAW RENTAL (INCLUDING OPERATOR)	15.000 HR				
0640	631.22 FRONT END LOADER (INCLUDING OPERATOR)	15.000 HR				

CONTRACT ID: 009691.00 PROJECT(S): STP-9691(00)X
STP-1021(500)X

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0650	631.32 CULVERT CLEANER (INCLUDING OPERATOR)	10.000 HR				
0660	635.10 CONCRETE BIN TYPE RETAINING WALL, CLOSED FACE	118.200 M2				
0670	637.071 DUST CONTROL	LUMP	LUMP			
0680	639.18 FIELD OFFICE TYPE A	1.000 EA				
0690	652.33 DRUM	250.000 EA				
0700	652.34 CONE	100.000 EA				
0710	652.35 CONSTRUCTION SIGNS	189.000 M2				
0720	652.36 MAINTENANCE OF TRAFFIC CONTROL DEVICES	340.000 CD				
0730	652.38 FLAGGER	15000.000 HR				
0740	656.75 TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	LUMP	LUMP			
0750	659.10 MOBILIZATION	LUMP	LUMP			

CONTRACT ID: 009691.00 PROJECT(S): STP-9691(00)X
STP-1021(500)X

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0760	660.21 ON-THE-JOB TRAINING (BID)	3000.000 HR				
	SECTION 0001 TOTAL					
	TOTAL BID					

CONTRACT AGREEMENT, OFFER & AWARD

AGREEMENT made on the date last signed below, by and between the State of Maine, acting through and by its Department of Transportation (Department), an agency of state government with its principal administrative offices located at 1705 U.S. Route 202, Winthrop, Maine, with a mailing address at 16 State House Station, Augusta, Maine 04333-0016, and _____

_____

a corporation or other legal entity organized under the laws of the State of Maine, with its principal place of business located at _____

_____

The Department and the Contractor, in consideration of the mutual promises set forth in this Agreement (the "Contract"), hereby agree as follows:

A. The Work.

The Contractor agrees to complete all Work as specified or indicated in the Contract including Extra Work in conformity with the Contract, **Project Nos. STP-9691(00)X, PIN 9691.00; STP-1021(500)X, PIN 10215.00, for the Hot Mix Asphalt Overlay, Full Depth Reclamation with Foamed Asphalt, Full Reconstruction Areas, Drainage and Safety Improvements** in the townships of **Chain of Ponds** and **Coburn Gore**, County of **Franklin**, State of **Maine**. The Work includes construction, maintenance during construction, warranty as provided in the Contract, and other incidental work.

The Contractor shall be responsible for furnishing all supervision, labor, equipment, tools supplies, permanent materials and temporary materials required to perform the Work including construction quality control including inspection, testing and documentation, all required documentation at the conclusion of the project, warranting its work and performing all other work indicated in the Contract.

The Department shall have the right to alter the nature and extent of the Work as provided in the Contract; payment to be made as provided in the same.

B. Time.

The Contractor agrees to complete all Work, except warranty work, on or before **July 31, 2004.** Further, the Department may deduct from moneys otherwise due the Contractor, not as a penalty, but as Liquidated Damages in accordance with Sections 107.7 and 107.8 of the State of Maine Department of Transportation Standard Specifications, Revision of December 2002.

C. Price.

The quantities given in the Schedule of Items of the Bid Package will be used as the basis for determining the original Contract amount and for determining the amounts of the required Performance Surety Bond and Payment Surety Bond, and that the amount of this offer is

_____

_____

$_____ Performance Bond and Payment Bond each being 100% of the amount of this Contract.

D. Contract.

This Contract, which may be amended, modified, or supplemented in writing only, consists of the Contract documents as defined in the Plans, Standard Specifications, Revision of December 2002, Standard Details Revision of December 2002 as updated through advertisement, Supplemental Specifications, Special Provisions, Contract Agreement; and Contract Bonds. It is agreed and understood that this Contract will be governed by the documents listed above.

E. Certifications.

By signing below, the Contractor hereby certifies that to the best of the Contractor's knowledge and belief:

1. All of the statements, representations, covenants, and/or certifications required or set forth in the Bid and the Bid Documents, including those in Appendix A to Division 100 of the Standard Specifications Revision of December 2002 (Federal Contract Provisions Supplement), and the Contract are still complete and accurate as of the date of this Agreement.

2. The Contractor knows of no legal, contractual, or financial impediment to entering into this Contract.

3. The person signing below is legally authorized by the Contractor to sign this Contract on behalf of the Contractor and to legally bind the Contractor to the terms of the Contract.

F. Offer.

The undersigned, having carefully examined the site of work, the Plans, Standard Specifications Revision of December 2002, Standard Details Revision of December 2002 as updated through advertisement, Supplemental Specifications, Special Provisions, Contract Agreement; and Contract Bonds contained herein for construction of: **Project Nos. STP-9691(00)X, PIN 9691.00; STP-1021(500)X, PIN 10215.00, for the Hot Mix Asphalt Overlay, Full Depth Reclamation with Foamed Asphalt, Full Reconstruction Areas, Drainage and Safety Improvements** in the townships of **Chain of Ponds** and **Coburn Gore**, County of **Franklin**, State of **Maine**, on which bids will be received until the time specified in the "Notice to Contractors" do(es) hereby bid and offer to enter into this contract to supply all the materials, tools, equipment and labor to construct the whole of the Work in strict accordance with the terms and conditions of this Contract at the unit prices in the attached "Schedule of Items".

The Offeror agrees to perform the work required at the price specified above and in accordance with the bids provided in the attached "Schedule of Items" in strict accordance with the terms of this solicitation, and to provide the appropriate insurance and bonds if this offer is accepted by the Government in writing.

As Offeror also agrees:

First: To do any extra work, not covered by the attached "Schedule of Items", which may be ordered by the Engineer, and to accept as full compensation the amount determined upon a "Force Account" basis as provided in the Standard Specifications, Revision of December 2002, and as addressed in the contract documents.

Second: That the bid bond at 5% of the bid amount or the official bank check, cashier's check, certificate of deposit or U. S. Postal Money Order in the amount given in the "Notice to Contractors", payable to the Treasurer of the State of Maine and accompanying this bid, shall be forfeited, as liquidated damages, if in case this bid is accepted, and the undersigned shall fail to abide by the terms and conditions of the offer and fail to furnish satisfactory insurance and Contract bonds under the conditions stipulated in the Specifications within 15 days of notice of intent to award the contract.

Third: To begin the Work on the date specified in the Engineer's "Notice to Commence Work" as stated in Section 107.2 of the Standard Specifications Revision of December 2002 and complete the Work within the time limits given in the Special Provisions of this Contract.

Fourth: The Contractor will be bound to the Disadvantaged Business Enterprise (DBE) Requirements contained in the attached Notice (Additional Instructions to Bidders) and submit a completed Contractor's Disadvantaged Business Enterprise Utilization Plan by 4:30pm on the day of bid opening to the Contracts Engineer.

Fifth: That this offer shall remain open for 30 calendar days after the date of opening of bids.

Sixth: The Bidder hereby certifies, to the best of its knowledge and belief that: the Bidder has not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of competitive bidding in connection with its bid, and its subsequent contract with the Department.

IN WITNESS WHEREOF, the Contractor, for itself, its successors and assigns, hereby execute two duplicate originals of this Agreement and thereby binds itself to all covenants, terms, and obligations contained in the Contract Documents.

CONTRACTOR

_____	_____
Date	(Signature of Legally Authorized Representative of the Contractor)
_____	_____
Witness	(Name and Title Printed)

G. Award.

Your offer is hereby accepted. This award consummates the Contract, and the documents referenced herein.

MAINE DEPARTMENT OF TRANSPORTATION

_____	_____
Date	By: David A. Cole, Commissioner
_____	
Witness	

CONTRACT AGREEMENT, OFFER & AWARD

AGREEMENT made on the date last signed below, by and between the State of Maine, acting through and by its Department of Transportation (Department), an agency of state government with its principal administrative offices located at 1705 U.S. Route 202, Winthrop, Maine, with a mailing address at 16 State House Station, Augusta, Maine 04333-0016, and _____

_____

a corporation or other legal entity organized under the laws of the State of Maine, with its principal place of business located at _____

_____

The Department and the Contractor, in consideration of the mutual promises set forth in this Agreement (the "Contract"), hereby agree as follows:

A. The Work.

The Contractor agrees to complete all Work as specified or indicated in the Contract including Extra Work in conformity with the Contract, **Project Nos. STP-9691(00)X, PIN 9691.00; STP-1021(500)X, PIN 10215.00, for the Hot Mix Asphalt Overlay, Full Depth Reclamation with Foamed Asphalt, Full Reconstruction Areas, Drainage and Safety Improvements** in the townships of **Chain of Ponds** and **Coburn Gore**, County of **Franklin**, State of **Maine**. The Work includes construction, maintenance during construction, warranty as provided in the Contract, and other incidental work.

The Contractor shall be responsible for furnishing all supervision, labor, equipment, tools supplies, permanent materials and temporary materials required to perform the Work including construction quality control including inspection, testing and documentation, all required documentation at the conclusion of the project, warranting its work and performing all other work indicated in the Contract.

The Department shall have the right to alter the nature and extent of the Work as provided in the Contract; payment to be made as provided in the same.

B. Time.

The Contractor agrees to complete all Work, except warranty work, on or before **July 31, 2004.** Further, the Department may deduct from moneys otherwise due the Contractor, not as a penalty, but as Liquidated Damages in accordance with Sections 107.7 and 107.8 of the State of Maine Department of Transportation Standard Specifications, Revision of December 2002.

C. Price.

The quantities given in the Schedule of Items of the Bid Package will be used as the basis for determining the original Contract amount and for determining the amounts of the required Performance Surety Bond and Payment Surety Bond, and that the amount of this offer is

_____

_____

$_____ Performance Bond and Payment Bond each being 100% of the amount of this Contract.

D. Contract.

This Contract, which may be amended, modified, or supplemented in writing only, consists of the Contract documents as defined in the Plans, Standard Specifications, Revision of December 2002, Standard Details Revision of December 2002 as updated through advertisement, Supplemental Specifications, Special Provisions, Contract Agreement; and Contract Bonds. It is agreed and understood that this Contract will be governed by the documents listed above.

E. Certifications.

By signing below, the Contractor hereby certifies that to the best of the Contractor's knowledge and belief:

1. All of the statements, representations, covenants, and/or certifications required or set forth in the Bid and the Bid Documents, including those in Appendix A to Division 100 of the Standard Specifications Revision of December 2002 (Federal Contract Provisions Supplement), and the Contract are still complete and accurate as of the date of this Agreement.

2. The Contractor knows of no legal, contractual, or financial impediment to entering into this Contract.

3. The person signing below is legally authorized by the Contractor to sign this Contract on behalf of the Contractor and to legally bind the Contractor to the terms of the Contract.

F. Offer.

The undersigned, having carefully examined the site of work, the Plans, Standard Specifications Revision of December 2002, Standard Details Revision of December 2002 as updated through advertisement, Supplemental Specifications, Special Provisions, Contract Agreement; and Contract Bonds contained herein for construction of: **Project Nos. STP-9691(00)X, PIN 9691.00; STP-1021(500)X, PIN 10215.00, for the Hot Mix Asphalt Overlay, Full Depth Reclamation with Foamed Asphalt, Full Reconstruction Areas, Drainage and Safety Improvements** in the townships of **Chain of Ponds** and **Coburn Gore**, County of **Franklin**, State of **Maine**, on which bids will be received until the time specified in the "Notice to Contractors" do(es) hereby bid and offer to enter into this contract to supply all the materials, tools, equipment and labor to construct the whole of the Work in strict accordance with the terms and conditions of this Contract at the unit prices in the attached "Schedule of Items".

The Offeror agrees to perform the work required at the price specified above and in accordance with the bids provided in the attached "Schedule of Items" in strict accordance with the terms of this solicitation, and to provide the appropriate insurance and bonds if this offer is accepted by the Government in writing.

As Offeror also agrees:

First: To do any extra work, not covered by the attached "Schedule of Items", which may be ordered by the Engineer, and to accept as full compensation the amount determined upon a "Force Account" basis as provided in the Standard Specifications, Revision of December 2002, and as addressed in the contract documents.

Second: That the bid bond at 5% of the bid amount or the official bank check, cashier's check, certificate of deposit or U. S. Postal Money Order in the amount given in the "Notice to Contractors", payable to the Treasurer of the State of Maine and accompanying this bid, shall be forfeited, as liquidated damages, if in case this bid is accepted, and the undersigned shall fail to abide by the terms and conditions of the offer and fail to furnish satisfactory insurance and Contract bonds under the conditions stipulated in the Specifications within 15 days of notice of intent to award the contract.

Third: To begin the Work on the date specified in the Engineer's "Notice to Commence Work" as stated in Section 107.2 of the Standard Specifications Revision of December 2002 and complete the Work within the time limits given in the Special Provisions of this Contract.

Fourth: The Contractor will be bound to the Disadvantaged Business Enterprise (DBE) Requirements contained in the attached Notice (Additional Instructions to Bidders) and submit a completed Contractor's Disadvantaged Business Enterprise Utilization Plan by 4:30pm on the day of bid opening to the Contracts Engineer.

Fifth: That this offer shall remain open for 30 calendar days after the date of opening of bids.

Sixth: The Bidder hereby certifies, to the best of its knowledge and belief that: the Bidder has not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of competitive bidding in connection with its bid, and its subsequent contract with the Department.

IN WITNESS WHEREOF, the Contractor, for itself, its successors and assigns, hereby execute two duplicate originals of this Agreement and thereby binds itself to all covenants, terms, and obligations contained in the Contract Documents.

CONTRACTOR

_____	_____
Date	(Signature of Legally Authorized Representative of the Contractor)
_____	_____
Witness	(Name and Title Printed)

G. Award.

Your offer is hereby accepted. This award consummates the Contract, and the documents referenced herein.

MAINE DEPARTMENT OF TRANSPORTATION

_____	_____
Date	By: David A. Cole, Commissioner
_____	
Witness	

CONTRACT AGREEMENT, OFFER & AWARD

AGREEMENT made on the date last signed below, by and between the State of Maine, acting through and by its Department of Transportation (Department), an agency of state government with its principal administrative offices located at 1705 U.S. Route 202, Winthrop, Maine, with a mailing address at 16 State House Station, Augusta, Maine 04333-0016, and **(Name of the firm bidding the job)** a corporation or other legal entity organized under the laws of the State of Maine, with its principal place of business located at **(address of the firm bidding the job)**

The Department and the Contractor, in consideration of the mutual promises set forth in this Agreement (the "Contract"), hereby agree as follows:

A. The Work.

The Contractor agrees to complete all Work as specified or indicated in the Contract including Extra Work in conformity with the Contract, PIN No. **1224.00**, for the **Hot Mix Asphalt Overlay** in the town/city of **West Eastport**, County of **Washington**, Maine. The Work includes construction, maintenance during construction, warranty as provided in the Contract, and other incidental work.

The Contractor shall be responsible for furnishing all supervision, labor, equipment, tools supplies, permanent materials and temporary materials required to perform the Work including construction quality control including inspection, testing and documentation, all required documentation at the conclusion of the project, warranting its work and performing all other work indicated in the Contract.

The Department shall have the right to alter the nature and extent of the Work as provided in the Contract; payment to be made as provided in the same.

B. Time.

The Contractor agrees to complete all Work, except warranty work, on or before **November 15**, 2003**.** Further, the Department may deduct from moneys otherwise due the Contractor, not as a penalty, but as Liquidated Damages in accordance with Sections 107.7 and 107.8 of the State of Maine Department of Transportation Standard Specifications, Revision of December 2002.

C. Price.

The quantities given in the Schedule of Items of the Bid Package will be used as the basis for determining the original Contract amount and for determining the amounts of the required Performance Surety Bond and Payment Surety Bond, and that the amount of this offer is **____(Place bid here in alphabetical form such as One Hundred and Two dollars and 10 cents)_____ $_ (repeat bid here in numerical terms, such as $102.10)_____** Performance Bond and Payment Bond each being 100% of the amount of this Contract.

D. Contract.

This Contract, which may be amended, modified, or supplemented in writing only, consists of the Contract documents as defined in the Plans, Standard Specifications, Revision of December 2002, Standard Details Revision of December 2002, Supplemental Specifications, Special Provisions, Contract Agreement; and Contract Bonds. It is agreed and understood that this Contract will be governed by the documents listed above.

E. Certifications.

By signing below, the Contractor hereby certifies that to the best of the Contractor's knowledge and belief:

1. All of the statements, representations, covenants, and/or certifications required or set forth in the Bid and the Bid Documents, including those in Appendix A to Division 100 of the Standard Specifications Revision of December 2002 (Federal Contract Provisions Supplement), and the Contract are still complete and accurate as of the date of this Agreement.

2. The Contractor knows of no legal, contractual, or financial impediment to entering into this Contract.

3. The person signing below is legally authorized by the Contractor to sign this Contract on behalf of the Contractor and to legally bind the Contractor to the terms of the Contract.

F. Offer.

The undersigned, having carefully examined the site of work, the Plans, Standard Specifications, Revision of December 2002, Standard Details Revision of December 2002, Supplemental Specifications, Special Provisions, Contract Agreement; and Contract Bonds contained herein for construction of:

PIN 1234.00 West Eastport, Hot Mix Asphalt Overlay,

State of Maine, on which bids will be received until the time specified in the "Notice to Contractors" do(es) hereby bid and offer to enter into this contract to supply all the materials, tools, equipment and labor to construct the whole of the Work in strict accordance with the terms and conditions of this Contract at the unit prices in the attached "Schedule of Items".

The Offeror agrees to perform the work required at the price specified above and in accordance with the bids provided in the attached "Schedule of Items" in strict accordance with the terms of this solicitation, and to provide the appropriate insurance and bonds if this offer is accepted by the Government in writing.

As Offeror also agrees:

First: To do any extra work, not covered by the attached "Schedule of Items", which may be ordered by the Resident, and to accept as full compensation the amount determined upon a "Force Account" basis as provided in the Standard Specifications, Revision of December 2002, and as addressed in the contract documents.

Second: That the bid bond at 5% of the bid amount or the official bank check, cashier's check, certificate of deposit or U. S. Postal Money Order in the amount given in the "Notice to Contractors", payable to the Treasurer of the State of Maine and accompanying this bid, shall be forfeited, as liquidated damages, if in case this bid is accepted, and the undersigned shall fail to abide by the terms and conditions of the offer and fail to furnish satisfactory insurance and Contract bonds under the conditions stipulated in the Specifications within 15 days of notice of intent to award the contract.

Third: To begin the Work on the date specified in the Engineer's "Notice to Commence Work" as stated in Section 107.2 of the Standard Specifications Revision of 2002 and complete the Work within the time limits given in the Special Provisions of this Contract.

Fourth: The Contractor will be bound to the Disadvantaged Business Enterprise (DBE) Requirements contained in the attached Notice (Additional Instructions to Bidders) and submit a completed Contractor's Disadvantaged Business Enterprise Utilization Plan by 4:30pm on the day of bid opening to the Contracts Engineer.

Fifth: That this offer shall remain open for 30 calendar days after the date of opening of bids.

Sixth: The Bidder hereby certifies, to the best of its knowledge and belief that: the Bidder has not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of competitive bidding in connection with its bid, and its subsequent contract with the Department.

IN WITNESS WHEREOF, the Contractor, for itself, its successors and assigns, hereby execute two duplicate originals of this Agreement and thereby binds itself to all covenants, terms, and obligations contained in the Contract Documents.

CONTRACTOR

_____	**(Sign Here)**
Date	(Signature of Legally Authorized Representative of the Contractor)
____(**Witness Sign Here)** _____	**(Print Name Here)**
Witness	(Name and Title Printed)

G. Award.

Your offer is hereby accepted. This award consummates the Contract, and the documents referenced herein.

MAINE DEPARTMENT OF TRANSPORTATION

_____	_____
Date	By: David A. Cole, Commissioner
_____	
(Witness)	

BOND # _____

CONTRACT PERFORMANCE BOND
(Surety Company Form)

KNOW ALL MEN BY THESE PRESENTS: That _____ _____ **and the State of** _____, as principal, and……..., a corporation duly organized under the laws of the State of ..... and having a usual place of business ...., as Surety, are held and firmly bound unto the Treasurer of the State of Maine in the sum of _____ **and 00/100 Dollars ($)**, to be paid said Treasurer of the State of Maine or his successors in office, for which payment well and truly to be made, Principal and Surety bind themselves, their heirs, executors and administrators, successors and assigns, jointly and severally by these presents.

The condition of this obligation is such that if the Principal designated as Contractor in the Contract to construct Project Number _____ in the Municipality of _____ promptly and faithfully performs the Contract, then this obligation shall be null and void; otherwise it shall remain in full force and effect.

The Surety hereby waives notice of any alteration or extension of time made by the State of Maine.

Signed and sealed this ..... day of ....., 20…. .

WITNESSES:	SIGNATURES: CONTRACTOR:
Signature.....	.....….....
Print Name Legibly	Print Name Legibly ...….....
	SURETY:
Signature	....….....
Print Name Legibly	Print Name Legibly .....
SURETY ADDRESS:	NAME OF LOCAL AGENCY:
.....	ADDRESS .....
.....	..….....
.....	.....….....
TELEPHONE.....	.....….....

BOND # _____

CONTRACT PAYMENT BOND
(Surety Company Form)

KNOW ALL MEN BY THESE PRESENTS: That _____ _____ **and the State of** _____, as principal, and.....…..... a corporation duly organized under the laws of the State of ..... and having a usual place of business in .....……., as Surety, are held and firmly bound unto the Treasurer of the State of Maine for the use and benefit of claimants as herein below defined, in the sum of _____ **and 00/100 Dollars ($)** for the payment whereof Principal and Surety bind themselves, their heirs, executors and administrators, successors and assigns, jointly and severally by these presents.

The condition of this obligation is such that if the Principal designated as Contractor in the Contract to construct Project Number _____ in the Municipality of _____ promptly satisfies all claims and demands incurred for all labor and material, used or required by him in connection with the work contemplated by said Contract, and fully reimburses the obligee for all outlay and expense which the obligee may incur in making good any default of said Principal, then this obligation shall be null and void; otherwise it shall remain in full force and effect.

A claimant is defined as one having a direct contract with the Principal or with a Subcontractor of the Principal for labor, material or both, used or reasonably required for use in the performance of the contract.

Signed and sealed this ..... day of ...……....., 20 ... .

WITNESS:	SIGNATURES:
	CONTRACTOR:
Signature…….....	.....….....
Print Name Legibly .....…….	Print Name Legibly …....
	SURETY:
Signature.....	...….....
Print Name Legibly	Print Name Legibly …....
SURETY ADDRESS:	NAME OF LOCAL AGENCY:
...….....	ADDRESS ….....
.....	……....
TELEPHONE	……....

January 26, 1999

SPECIAL PROVISION
PARTNERING

The successful bidder will have the opportunity to enter into a cooperative partnership agreement with the State Department of Transportation for the contract. The objective of this agreement is the effective completion of the work on time and to the standard of quality that will be a source of pride to both the State and the Contractor. The partnering agreement will not affect the terms of the contract. It is intended only to establish an environment of cooperation between the parties. If the partnering agreement is accepted.

1. Contractor shall select and provide a third-party facilitator to conduct the team building workshop for the Contractor and Department personnel. Facilitator selection shall require Department concurrence. The cost for the facilitator and his associated expenses will be shared equally by the Department on the next monthly estimate, following receipt of invoice(s) from the Contractor, on an extra work basis.

2. Contractor and Department will exchange lists of the key personnel to be participants in the workshop. The list will contain the name and job title of each person, a contact phone number, and the address for job related correspondence.

3. The Contractor shall select the location and make all arrangements for space as required by facilitator, and for any meals required. This cost to be shared equally.

4. A working arrangement for the partnership will be agreed upon in writing at the workshop. The arrangement will set out the mutually recognized goals and expectation of the parties.

5. The Contractor and the Department agree to make an effort to maintain identified key personnel assigned to the work for its duration. A timely notice by each shall be given if changes by either must be made.

6. Project issues shall be processed in the manner agreed upon by the parties during the orientation.

7. Follow-up workshops may be held periodically throughout the duration of the contract as agreed by the Contractor and the Department.

8. The Partnering Agreement is not intended to be a legal document. Failure by either party to follow the process identified will not be grounds for any claim under the contract.

9. ARE YOU INTERESTED IN THIS OPPORTUNITY? YES _____ NO _____

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CHAIN OF PONDS TWP/ COBURN GORE

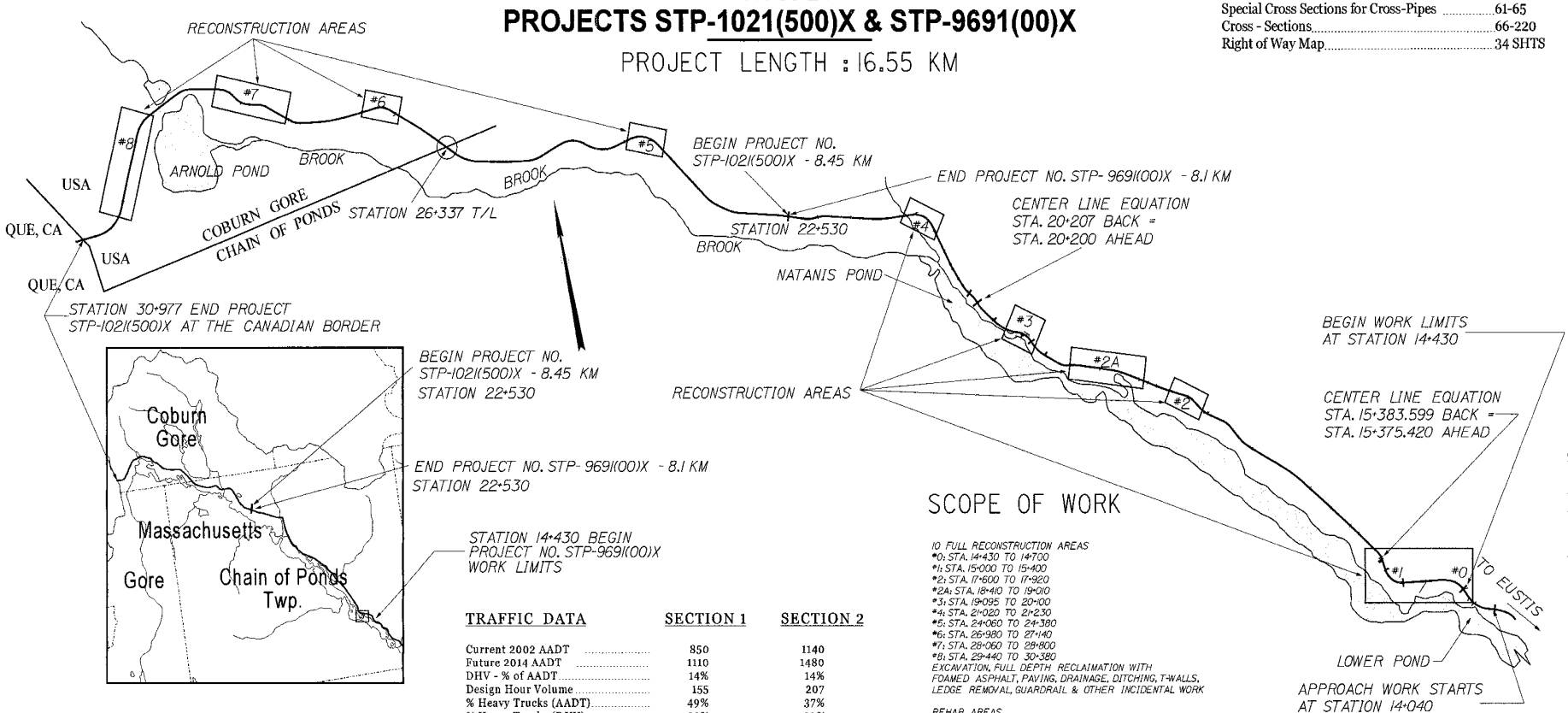
FRANKLIN COUNTY

Rte. 27

PROJECTS STP-1021(500)X & STP-9691(00)X

PROJECT LENGTH : 16.55 KM

INDEX OF SHEETS



LOCATION MAP

2 0 2 4

Scale in Kilometers

TRAFFIC DATA

	SECTION 1	SECTION 2
Current 2002 AADT	850	1140
Future 2014 AADT	1110	1480
DHV - % of AADT	14%	14%
Design Hour Volume	155	207
% Heavy Trucks (AADT)	49%	37%
% Heavy Trucks (DHV)	39%	29%
Directional Distribution (DHV)	52%	52%
80 kN Equivalent P 2.0	633	633
80 kN Equivalent P 2.5	621	621
Design Speed (km/h)	AS POSTED	AS POSTED

SCOPE OF WORK

10 FULL RECONSTRUCTION AREAS
#0: STA. 14+430 TO 14+700
#1: STA. 15+000 TO 15+400
#2: STA. 17+600 TO 17+920
#2A: STA. 18+410 TO 19+010
#3: STA. 19+095 TO 20+100
#4: STA. 21+020 TO 21+230
#5: STA. 24+060 TO 24+380
#6: STA. 26+980 TO 27+140
#7: STA. 28+060 TO 28+800
#8: STA. 29+440 TO 30+380
EXCAVATION, FULL DEPTH RECLAIMATION WITH FOAMED ASPHALT, PAVING, DRAINAGE, DITCHING, T-WALLS, LEDGE REMOVAL, GUARDRAIL & OTHER INCIDENTAL WORK

REHAB AREAS
EXCAVATION, FULL DEPTH RECLAIMATION WITH FOAMED ASPHALT, PAVING, DRAINAGE, DITCHING, LEDGE REMOVAL, GUARDRAIL & OTHER INCIDENTAL WORK

STP-1021(500)X & STP-9691(00)X PIN NUMBERS 9691.00 & 10215.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

APPROVED — DATE 3/14/03

COMMISSIONER: [signature] — DATE 03/18/03

CHIEF ENGINEER: [signature] — DATE 3/13/03

STATE OF MAINE — RICHARD CRAWFORD 9941 — REGISTERED PROFESSIONAL ENGINEER

[signature] — SIGNATURE 28 #1

P.E. NUMBER — DATE 3/11/03

PROJECT INFORMATION		
PROGRAM	REGIONAL	
PROJECT MANAGER	RICHARD CRAWFORD	
DESIGNER	DH & EF	
CONSULTANT		
PROJECT RESIDENT	JEFF WALLACE	
CONTRACTOR		
PROJECT COMPLETION DATE	AUGUST 2004	

CHAIN OF PONDS - COBURN GORE
Rte. 27

TITLE SHEET

SHEET NUMBER 1 OF 220

Filename: ...\001_Title_001.dgn Division: HIGHWAY Username: Ernest.Forgione Date: 11 MAR 2003

Project Stationing

Left	Begin Project 14+430	Right
	14+576	TDS 94/105
	15+513	TDS 87/98
	16+920	TDS 75/86
	18+678	TDS 61/71
	20+031	TDS 45/55
Natanis Pond Campground	20+314	
Bear Brook	21+327	Bear Brook
	22+530 End Project	

SUPERELEVATIONS

Chain of Ponds,Coburn Gore
Project No. STP-9691(00)X
RTE 27
CHIP

LEFT	STATION	RIGHT	
MATCH	14+430	MATCH	
-6.0	14+550	+6.0	8.0°LT
-6.0	14+570	+6.0	
-6.0	14+580	+6.0	14+603 PT
-5.6	14+600	+5.6	
-5.1	14+620	+5.1	
-4.7	14+640	+4.7	14+633 PC
↓	↓	↓	4.6°LT
-4.7	14+680	+4.7	14+696 PT
-3.8	14+700	+2.8	
-3.0	14+720	+0.9	
-3.0	14+740	-1.1	
-3.0	14+760	-3.0	
↓	↓	↓	normal
-3.0	15+000	-3.0	
-0.3	15+020	-4.2	
+2.4	15+040	-5.4	
+5.2	15+060	-6.7	
+8.0	15+080	-8.0	15+061 PC
↓	↓	↓	10° RT
+8.0	15+280	-8.0	15+293 PT
+4.8	15+300	-4.8	
+1.6	15+320	-1.6	
-1.6	15+340	+1.6	
-4.8	15+360	+4.8	
-7.9	15+380	+7.9	15+376 PC
↓	↓	↓	8.75°LT
-7.9	15+460	+7.9	15+480 PT
-6.3	15+480	+5.2	
-4.7	15+500	+2.4	
-3.0	15+520	-0.3	

SUPERELEVATIONS

-3.0	15+520	-0.3	
-3.0	15+540	-3.0	
↓	↓	↓	normal
-3.0	16+380	-3.0	
-3.0	16+400	-1.0	
-3.0	16+420	+1.0	
-3.0	16+440	+3.0	16+433 PC
-3.0	16+440	+3.0	16+433 PC
↓	↓	↓	1.4°LT
-3.0	16+640	+3.0	16+665 PT
-3.0	16+660	+1.0	
-3.0	16+680	-1.0	
-3.0	16+700	-3.0	
↓	↓	↓	normal
-3.0	17+040	-3.0	
-0.2	17+060	-3.0	
+2.6	17+080	-4.3	
+5.5	17+100	-5.5	17+091 PC
↓	↓	↓	6.1° RT
+5.5	17+160	-5.5	17+175 PCC
↓	↓	↓	2.1° RT
+3.0	17+180	-3.0	
+3.0	17+200	-3.0	17+218 PT
+1.0	17+220	-3.0	
-1.0	17+240	-1.5	
-3.0	17+260	0.0	
-3.0	17+280	+1.5	
-3.0	17+300	+3.0	17+299 PC
↓	↓	↓	2.2° LT
-4.0	17+320	+4.0	
-5.0	17+340	+5.0	17+339 PCC
-6.0	17+360	+6.0	
↓	↓	↓	9.7° LT
-5.5	17+380	+5.5	17+370 PC

-5.5	17+380	+5.5	
-5.5	17+400	+5.5	6.2° LT
-5.5	17+420	+5.5	17+428 PCC
-4.2	17+440	+4.2	1.2° LT
-3.0	17+460	+3.0	
-2.0	17+480	+1.0	17+489 PT
-1.0	17+500	-1.0	
+1.0	17+520	-2.0	
+3.0	17+540	-3.0	17+519 PC
↓	↓	↓	1.3°RT
+3.0	17+560	-3.0	
+3.0	17+560	-3.0	
+4.2	17+580	-4.2	
+5.5	17+600	-5.5	17+583 PCC
↓	↓	↓	6.0° RT
+5.5	17+680	-5.5	17+692 PT
+3.2	17+700	-3.2	
+0.9	17+720	-0.9	
-1.4	17+740	+1.4	
-3.7	17+760	+3.7	
-6.0	17+780	+6.0	17+777 PC
↓	↓	↓	9.9° LT
-6.0	17+860	+6.0	17+868 PT
-4.5	17+880	+3.0	
-3.0	17+900	0	
-3.0	17+920	-3.0	
↓	↓	↓	normal
-3.0	18+280	-3.0	
-3.0	18+300	-1.0	
-3.0	18+320	+1.0	
-3.0	18+340	+3.0	18+325 PC
↓	↓	↓	1.45°LT
-3.0	18+360	+3.0	18+374 PC
-3.0	18+380	+1.0	
-3.0	18+380	+1.0	
-3.0	18+400	-1.0	

-3.0	18+420	-3.0	
↓	↓	↓	normal
-3.0	18+480	-3.0	
-3.0	18+500	-0.8	
-3.0	18+520	+1.3	
-3.5	18+540	+3.5	18+523 PC
↓	↓	↓	2.5°LT
-3.5	18+640	+3.5	18+647 PT
-3.0	18+660	+1.3	
-3.0	18+680	-0.8	
-3.0	18+680	-0.8	
-3.0	18+700	-3.0	
-3.0	18+700	-3.0	
↓	↓	↓	normal
-3.0	18+920	-3.0	
-3.0	18+940	-0.8	
-3.0	18+960	+1.3	
-3.5	18+980	+3.5	18+961 PC
↓	↓	↓	2.7° LT
-3.5	19+020	+3.5	19+000 PT
-5.1	19+040	+5.1	PC
↓	↓	↓	5.5° LT
-5.1	19+060	+5.1	19+079 PT
-1.4	19+080	+1.4	19+093 PC
+2.3	19+100	-2.3	
+6.0	19+120	-6.0	19+093 PC
↓	↓	↓	10° RT
+6.0	19+180	-6.0	19+192 PT
+2.5	19+200	-3.0	
-3.0	19+220	-3.0	
↓	↓	↓	normal
-3.0	19+300	-3.0	
-3.0	19+300	-3.0	
-0.4	19+320	-3.0	
-0.7	19+340	-3.0	
+3.9	19+360	-4.6	

SUPERELEVATIONS

Chain of Ponds,Coburn Gore

Project No. STP-9691(00)X

RTE 27

CHIP

+6.2	19+370	-6.2	19+352 PC
↓	↓	↓	4½° RT
+6.2	19+520	-6.2	19+496 PT
-0.9	19+540	+0.9	
-8.0	19+560	+8.0	19+542 PC
↓	↓	↓	9.5° LT
-8.0	19+680	+8.0	19+700 PT
-4.6	19+700	+4.6	
+2.3	19+720	-2.3	
+5.7	19+740	-5.7	19+716 PC
↓	↓	↓	4.0° RT
+5.7	19+960	-5.7	19+974 PT
+2.8	19+980	-3.0	
+2.8	19+980	-3.0	
-0.1	20+000	-3.0	
-3.0	20+020	-3.0	
-3.0	20+040	-3.0	
-0.4	20+060	-3.0	
+2.2	20+080	-3.0	
+4.7	20+100	-4.7	20+093 PC
↓	↓	↓	5.75 RT
+4.7	20+180	-4.7	
-0.2	20+200	+0.2	20+199 PRC
-5.1	20+220	+5.1	
↓	↓	↓	4.6° RT
-5.1	20+300	+5.1	
+0.2	20+320	+0.2	20+320 PRC
+5.5	20+340	-5.5	
↓	↓	↓	6°RT
+5.5	20+400	-5.5	20+412 PT
+5.5	20+400	-5.5	
+2.6	20+420	-4.2	
-0.2	20+440	-3.0	
-3.0	20+460	-3.0	
↓	↓	↓	normal
-3.0	20+540	-3.0	

SUPERELEVATIONS

Chain of Ponds,Coburn Gore
Project No. STP-9691(00)X
RTE 27
CHIP

-0.6	20+560	-3.0		
+1.8	20+580	-3.6		
+4.3	20+600	-4.3	20+506	PC
↓	↓	↓	3.7° RT	
+4.3	20+620	-4.3	20+639	PT
+1.8	20+640	-3.6		
-0.6	20+660	-3.0		
-3.0	20+680	-3.0		
↓	↓	↓	normal	
-3.0	20+980	-3.0		
-3.0	21+000	0		
-4.5	21+020	+3.0		
-6.0	21+040	+6.0	21+019	PC
↓	↓	↓	8.75° LT	
-6.0	21+240	+6.0	21+260	PT
-4.5	21+260	+3.0		
-3.0	21+280	0		
-3.0	21+300	-3.0		
↓	↓	↓	normal	
-3.0	21+460	-3.0		
-1.0	21+480	-3.0		
+1.0	21+500	-3.0		
+3.0	21+520	-3.0	21+494	PC
↓	↓	↓	1.9° RT	
+3.0	21+660	-3.0	21+673	PC
+1.0	21+680	-3.0		
-1.0	21+700	-3.0		
-1.0	21+700	-3.0		
-3.0	21+720	-3.0		
↓	↓	↓	normal	
-3.0	22+080	-3.0		
-3.0	22+100	-0.4		
-3.8	22+120	+2.2		
-4.7	22+140	+4.7	22+126	PC
↓	↓	↓	4.4° LT	
-4.7	22+240	+4.7	22+253	PRC

SUPERELEVATIONS

Chain of Ponds,Coburn Gore

Project No. STP-9691(00)X

RTE 27

CHIP

+0.4	22+260	-0.4		
+5.5	22+280	-5.5		
↓	↓	↓	5.8° RT	
+5.5	22+360	-5.5	22+373	PT
+2.6	22+380	-4.2		
-0.2	22+400	-3.0		
-3.0	22+420	-3.0		
↓	↓	↓	normal	
-3.0	22+480	-3.0		

Construction Notes

Item # 201.11 Clearing

Refer to plan sheets for clearing limit lines. Item total is 3.52 HA.

Item # 203.2001 Common Excavation - Plan Quantity

Construction Areas

Station to Station	M^3	Comments
14+430 - 14+700	650	Const. Area # 0
15+000 - 15+400	3009	Const. Area # 1
17+600 - 17+920	8716	Const. Area # 2
18+410 - 19+010	5083	Const. Area # 2a
19+340 - 20+100	49407	Const. Area # 3
21+020 - 21+230	2449	Const. Area # 4

Non-numbered construction areas with cross-sections provided.

Station to Station	M^3	Comments
14+700 - 15+000	161	
19+010 -19+340	470	

Additional quantity of excavation of outside of what is shown on cross-sections, i.e. for removal of the existing pavement after a re-location of centerline.

Station to Station	M^3	Comments
15+100 -15+240 Lt.	172	
17+640 - 17+780	221	
19+430 - 19+860	513	
21+040 - 21+060	91	

Construction Notes

Item # 203.2001 Common Excavation - Plan Quantity (cont.)

Additional quantities accounting for excavation of reclaimed pavement material where it is required as the top 150 mm of gravel.

Station to Station	M^3	Comments
14+490 - 14+535	48	
14+850 - 14+900	48	
14+950 - 14+995	43	
18+440 -18+605	169	
18+730 - 18+785	57	
18+910 - 18+980	71	

Additional excavation is needed for certain portions of the reclaim/re-grade treatment areas to correct the cross-slope. In the following areas, both mainline and shoulders will be excavated to allow for 150 mm of recycled pavement at the required cross-slope.

Station to Station	M^3
15+530 - 15+730 Rt.	187
17+490 - 17+530 Rt.	37
18+040 - 18+100 Rt.	57
19+070 - 19+100 Rt.	30
20+840 - 20+900 Rt.	56

One percent of earth excavation is assumed to be boulders > 2 m^3 and is subtracted from the above quantities and added to Rock Excavation. See Item 203.21 and General Note # 38.

Construction Notes

Item # 203.21 Rock Excavation

Station to Station	M^3	Comments
14+430 - 14+700	992	Const. Area # 0
14+975 - 15+000	38	See cross-sections
15+000 - 15+400	231	Const. Area # 1
15+496 Rt.	5	Clear zone/ditch
17+600 - 17+920	99	Const. Area # 2
19+340 - 20+100	1061	Const. Area # 3
20+370 - 20+400 Rt.	15	Clear zone/ditch
Boulders 2 m^3 or larger	699*	

***Added as 1% of all earth excavation calculated.**

Item # 203.24 Common Borrow

Surplus Excavation:

Common Excavation (earth) - 69945 m^3
Rock Excavation - 2441 m^3
New Ditch - 5779 m^3
Surplus From 10215.00 - 5084 m^3

Deductions:

Grubbing - 1650 m^3
10% Shrinkage (earth) - 7572 m^3

Excavation Available For Fill - 74027 m^3
Fill Requirements - 79508 m^3

Estimated Borrow Total - 5481 m^3

Construction Notes

Item # 211.20 Inslope Excavation
Item # 211.30 Ditch Excavation
Item # 211.40 New Ditch Excavation

Right Lane

Station to Station	Inslope X	Ditch X	New Ditch X
15+400 - 15+496		96	
15+496 - 15+702			206
15+702 - 15+730	28		
15+730 - 15+815			85
15+815 - 15+837	22		
15+837 - 16+015			178
16+015 - 16+080	65		
16+080 - 16+100			20
16+180 - 16+342			162
16+342 - 16+360	18		
16+360 - 16+420			60
16+420 - 16+486	66		
16+486 - 16+762			276
16+762 - 16+820	58		
16+820 - 16+992			172
16+992 - 17+080	88		
17+080 - 17+160			80
17+200 - 17+250	50		

Construction Notes

Item # 211.20 **Inslope Excavation**
Item # 211.30 **Ditch Excavation**
Item # 211.40 **New Ditch Excavation**

Right Lane

Station to Station	Inslope X	Ditch X	New Ditch X
17+250 - 17+375			125
17+392 - 17+431	39		
17+431 - 17+600			169
17+920 - 18+127			207
18+127 - 18+153	26		
18+153 - 18+175			22
18+175 - 18+180	5		
18+180 - 18+230			50
18+230 - 18+280	50		
18+280 - 18+352			72
18+400 - 18+410			10
19+010 - 19+080			70
20+600 - 20+695			95
20+723 - 20+761			38
20+761 - 20+796	35		
20+796 - 20+930			134
20+930 - 20+975	45		
20+975 - 21+020			45

Construction Notes

Item # 211.20 **Inslope Excavation**
Item # 211.30 **Ditch Excavation**
Item # 211.40 **New Ditch Excavation**

Right Lane

Station to Station	Inslope X	Ditch X	New Ditch X
21+230 - 21+243			13
21+243 - 21+372	129		
21+372 - 21+452		80	
21+452 - 21+545	93		
21+545 - 21+720		175	
21+720 - 21+884	164		
21+884 - 21+927		43	
21+927 - 22+100	173		
22+200 - 22+300		100	
22+300 - 22+495	195		
22+495 - 22+530		35	

Item # 211.20 **Inslope Excavation**
Item # 211.30 **Ditch Excavation**
Item # 211.40 **New Ditch Excavation**

Left Lane

Station to Station	Inslope X	Ditch X	New Ditch X
15+400 - 15+420			20
15+420 - 15+590	170		
15+590 - 15+620			30

Construction Notes

Item # 211.20 **Inslope Excavation**
Item # 211.30 **Ditch Excavation**
Item # 211.40 **New Ditch Excavation**

Left Lane

Station to Station	Inslope X	Ditch X	New Ditch X
15+620 - 15+740	120		
15+740 - 15+807			67
15+807 - 15+862	55		
15+862 - 15+960			98
15+980 - 16+025			45
16+025 - 16+094	69		
16+094 - 16+260			166
16+260 - 16+400	140		
16+400 - 16+465			65
16+465 - 16+516	51		
16+516 - 16+820			304
16+820 - 16+915	95		
16+915 - 16+985			70
16+985 - 17+079	94		
17+079 - 17+135			56
17+135 - 17+240	105		
17+240 - 17+300			60
17+300 - 17+360	60		

Construction Notes

Item # 211.20 **Inslope Excavation**
Item # 211.30 **Ditch Excavation**
Item # 211.40 **New Ditch Excavation**

Left Lane

Station to Station	Inslope X	Ditch X	New Ditch X
17+360 - 17+375			15
17+375 - 17+380	5		
17+380 - 17+600			220
17+920 - 18+000			80
18+000 - 18+060	60		
18+060 - 18+115			55
18+115 - 18+200	85		
18+200 - 18+248			48
18+248 - 18+410	162		
19+020 - 19+295	275		
19+295 - 19+325			30
20+560 - 20+600	40		
20+680 - 20+738			58
20+738 - 20+770	32		
20+770 - 20+960			190
20+960 - 21+020	60		
21+360 - 21+480		120	
21+480 - 21+890			410

Construction Notes

Item # 211.20 **Inslope Excavation**
Item # 211.30 **Ditch Excavation**
Item # 211.40 **New Ditch Excavation**

Left Lane

Station to Station	Inslope X	Ditch X	New Ditch X
21+890 - 21+980	90		
21+980 - 22+170			190
22+170 - 22+280	110		
22+280 - 22+530			250

Item # 304.104 Aggregate Subbase Course-Gravel (Plan Quantity)

Construction Areas

Station to Station	M^3	Comments
14+430 - 14+700	1262	Const. Area # 0
15+000 - 15+400	2392	Const. Area # 1
17+600 - 17+920	1367	Const. Area # 2
18+410 - 19+010	2396	Const. Area # 2a
19+340 - 20+100	5155	Const. Area # 3
21+020 - 21+230	1252	Const. Area # 4

Non-numbered construction areas with cross-sections provided.

Station to Station	M^3	Comments
14+700 - 15+000	411	
19+010 - 19+340	316	
20+100 - 20+600	2304	

Construction Notes

Replacement of recycled pavement material in reclaim/re-grade treatment areas where excavation was needed to correct the cross-slope. Total is 246 m^3 for the stations below.

Station to Station

15+530 - 15+730 Rt.

17+490 - 17+530 Rt.

18+040 - 18+100 Rt.

19+070 - 19+100 Rt.

20+840 - 20+900 Rt.

Item # 309.36 Full Depth Recycled Pavement With Foamed Asphalt (6" Depth)

The area to be foam treated includes mainline and the normal 0.9 m shoulders. No foamed asphalt treatment of material is required beyond 4.2 m Lt. & Rt. of centerline. Two different mix designs will be used depending on the material treated.

Station to Station	Material Treated
14+430-19+340	recycled pavement
19+340-20+600	granular material
20+600-22+530	recycled pavement

Item # 411.09 Untreated Aggregate Surface Course

This item will be used for cross-slope correction material only, as authorized by the Resident.

Item # 411.10 Untreated Aggregate Surface Course - Truck Measure

This item will be used for drives and entrances only.

Construction Notes

Item # 603.16 375 mm Culvert Pipe Option I

Station	Length (M)
15+205 Lt.	9.1
15+890 Rt.	9.1
16+102 Lt.	9.1
16+422 Lt.	9.1
16+445 Lt.	9.1
16+528 Rt.	9.1
21+105 Rt.	9.1
21+517 Lt.	9.1

Undetermined Locations : 18.3 m

Item # 603.17 450 mm Culvert Pipe Option I

Station	Length (M)	Comments
14+858 Lt.	6.1	Outlet for F5-C

Undetermined Locations : 9.1 m

Item # 603.179 450 mm Culvert pipe Option III

Station	Length (M)
14+954	14.0
15+496	15.2
15+714	20.7
15+826	21.9
16+073	14.0

Construction Notes

Item # 603.179 450 mm Culvert pipe Option III

17+627	**17.1**
17+845	**17.1**
18+266	**20.1**
18+769	**23.9**
19+079	**16.1**
20+488	**16.5**
20+593	**16.5**
21+891	**19.5**

Undetermined Locations ; 18.3 m

Item # 603.1952 600 mm RCP Class V

Station	**Length (M)**
19+630	**71.5**

Item # 603.199 600 mm Culvert Pipe Option III

Station	**Length (M)**	**Comments**
18+552	**5.5**	**Extension Rt.**
18+552	**1.2**	**Extension Lt.**
19+370	**22.6**	
19+979	**18.9**	
19+986	**17.7**	
20+770	**16.4**	
22+226	**16.4**	

Construction Notes

Item # 603.199 600 mm Culvert Pipe Option III

Undetermined Locations : 18.3 m

Item # 603.209 750 mm Culvert Pipe Option III

Station	Length (M)	
15+380	22.6	
20+973	17.7	

Item # 603.219 900 mm Culvert Pipe Option III

Station	Length (M)	
16+350	14.7	Install 150 mm below existing flow line

Item # 603.37 1600 mm span 1075 mm rise Pipe Arch Option III

Station	Length (M)
18+174	16.5

Item # 603.47 1524 mm RCP Class IV

Station	Length (M)
14+834	29.3

Item # 604.247 Catch Basin Type F5-C

Station	Offset	
14+858	4.5 m Lt.	See plans & cross-sections

Construction Notes

Item # 606.17	**Guardrail Type 3b-Single Rail**	
Right Side	**Offset To Face(m)**	**Length(m)**
14+811-14+864	**4.8**	**53.34**
15+132-15+158	**4.5**	**26.67**
17+008-17+058	**4.8**	**49.53**
21+266-21+352	**4.8**	**87.63**
Left side	**Offset To Face(m)**	**Length(m)**
14+816 -14+859	**4.8**	**45.72**
14+981-15+059	**4.5**	**80.01**
15+310-15+489	**4.5**	**179.07**
17+021-17+060	**4.8**	**38.10**
17+312-17+349	**4.5**	**38.10**
17+771-17+908	**4.5**	**137.16**

Item # 606.17	**Guardrail Type 3b-Single Rail**	
Left side	**Offset To Face(m)**	**Length(m)**
18+551-18+629	**4.5**	**80.01**
18+771-18+799	**4.5**	**30.48**
18+911-19+110	**4.5**	**198.12**
19+210-19+299	**4.5**	**91.44**
19+520-20+049	**4.5**	**529.59**
21+302-21+349	**4.8**	**49.53**

Construction Notes

Item # 606.172 Guardrail Type3b-Single Rail (2.4M Post)

Station to Station	Offset To Face(m)	Length(m)
15+278-15+310 Lt	4.5	34.29
19+110-19+210 Lt	4.5	99.06
19+361-19+520 Lt	4.5	160.02
19+581-19+689 Rt	4.8	110.49

Item # 606.21 Guardrail Type 3b-4.5M (15ft) radius and less

21+357 Rt 3.81M

Item # 606.22 Guardrail Type 3b-4.5M (15ft) radius and more

21+357 Rt 3.81M

Item # 606.265 Terminal End - Single Rail - Galvanized Steel

21+357 Rt 1EA

Item # 606.35 Guardrail Delineator Post

Left Side	Left Side	Left Side
14+805	15+489	17+760	18+799	21+292
14+816	15+500	17+771	18+810	21+303
14+859	17+010	17+909	18+900	21+348
14+870	17+021	17+920	18+911	21+361
14+970	17+060	18+540	19+299	
14+981	17+071	18+551	19+310	
15+059	17+301	18+629	19+350	
15+070	17+312	18+640	19+361	
15+267	17+349	18+760	20+049	
15+278	17+360	18+771	20+060	

Construction Notes

Item # 606.35 Guardrail Delineator Post

Right Side	Right Side	Right Side	Right Side
14+800	15+158	19+570	21+350
14+811	15+169	19+581	21+357
14+864	16+997	19+689	
14+875	17+008	19+700	
15+121	17+058	21+255	
15+132	17+069	21+266	

Item # 606.754 Widen Shoulder for Guardrail 350 Flared Terminal

Station to Station	EA
14+779-14+811 Rt	1
14+784-14+816 Lt	1
14+859-14+891 Lt	1
14+864-14+896 Rt	1
14+949-14+981 Lt	1
15+489-15+521 Lt	1
16+976-17+008 Rt	1
16+989-17+021 Lt	1
17+058-17+090 Rt	1
17+060-17+092 Lt	1
17+280-17+312 Lt	1
17+349-17+381 Lt	1
19+299-19+331 Lt	1
21+234-21+266 Rt	1
21+270-21+302 Lt	1
21+349-21+381 Lt	1

Item # 606.79 Guardrail 350 Flared Terminal

Station to Station	EA
14+800-14+811 Rt	1
14+805-14+816 Lt	1
14+859-14+870 Lt	1
14+864-14+875 Rt	1
14+970-14+981 Lt	1
15+059-15+070 Lt	1
15+121-15+132 Rt	1
15+158-15+169 Rt	1

Construction Notes

Item # 606.79 Guardrail 350 Flared Terminal

15+267-15+278 Lt	**1**
15+489-15+500 Lt	**1**
16+997-17+008 Rt	**1**
17+010-17+021 Lt	**1**
17+058-17+069 Rt	**1**
17+060-17+071 Lt	**1**
17+301-17+312 Lt	**1**
17+349-17+360 Lt	**1**
17+760-17+771 Lt	**1**
17+909-17+920 Lt	**1**
18+540-18+551 Lt	**1**
18+629-18+640 Lt	**1**
18+760-18+771 Lt	**1**
18+799-18+810 Lt	**1**
18+900-18+911 Lt	**1**
19+299-19+310 Lt	**1**
19+350-19+361 Lt	**1**
19+570-19+581 Rt	**1**
19+689-19+700 Rt	**1**
20+049-20+060 Lt	**1**
21+255-21+266 Rt	**1**
21+292-21+303 Lt	**1**
21+349-21+360 Lt	**1**

Item # 609.31 Bituminous Curb Type 3 (mold 1 - 100mm reveal)

Station to Station	**Offset (m)**	**Length** (m)
14+815 - 14+858 Lt	**4.8**	**43**

Item # 609.311 Special Curb - Cape Cod Design

Station to Station	**Offset (m)**	**Length** (m)
16+100 - 16+180 Rt	**5.1**	**80**
18+080 - 18+127 Rt	**5.1**	**47**
18+180 - 18+230 Rt	**5.1**	**50**

Construction Notes

Item # 610.08 Plain Riprap

Riprap for downspouts and pipe inlets & outlets is 450 mm thick unless otherwise noted. Some inlets will not require a pad as determined by the Resident. Width(m) x Length(m) convention used.

Downspouts: See plan sheets. Estimated quantity in place is 30 m^3

Pipe Inlets/Outlets: See plan sheets and 603 items for locations. Estimated quantity in place is 377 m^3. Where plans or cross-sections don't specify a pad size, use the sizes listed below unless otherwise directed by the Resident.

375 mm pipes - 2x3 outlet, 2x2 inlet

450 mm pipes - 2x4 outlet, 2x3 inlet

600 mm pipes - 2x5 outlet, 2x3 inlet

750 mm pipes - 2.3x6.0 outlet, 2.3x3.5 inlet

900 mm pipes - 2.7x7.0 outlet, 2.7x4.5 inlet

1524 mm RCP - 4.5x13.5 outlet, 4.5x9.0 inlet

1600 S x 1075 R - 4.8x14.4 outlet, 4.8x9.6 inlet

Item # 610.08 Plain Riprap (cont.)

Slope Blanket: Thickness of slope blankets will be 450 mm. Install slope blanket without placing erosion control geotextile (Item # 620.58) underneath. Locations widths and thickness are subject to change as directed by the Resident. Install blanket from toe of slope to the elevation given below. Estimated quantity is 2000 m^3.

Station-Station	Elevation(m)
19+415-19+530 Lt.	398
19+620-19+810 Lt.	398
19+810-19+890 Lt.	396
19+890-19+980 Lt.	393.5

Construction Notes

Item # 610.08 Plain Riprap (cont.)

Miscellaneous: See plans and cross-sections for more detail.

Repair rip-rap sta. 17+030-17+042 Lt. Install a strip 2.5 m x 12 m x 0.46 m.

Install the following boulder retaining walls:
Station 19+095-19+155 Rt.; 0.9m max. depth.
Station 19+255-19+285 Rt.; 0.9 m max. depth.
Station 19+385-19+415 Lt.; 0.9 m max. depth.

Depth of the walls may be less than 0.9m, depending on the depth of ledge encountered, if authorized by the Resident. See cross-sections for walls at 19+095 and 19+255. See plans, cross-sections, and typical section for the wall at 19+385. No non-woven geotextile (Item # 620.58) is to be placed underneath the rip rap walls.

Item # 610.16 Heavy Rip Rap

Lower portion of the boulder retaining wall at station 19+385 will be comprised of material meeting the 703.28 specification. No non-woven geotextile (Item # 620.58) is to be placed underneath the rip rap wall. See the typical section for this wall. Estimated quantity is 225 m^3.

Item # 610.18 Stone Ditch Protection

Station - Station	Width	Comments
14+680-14+720 Rt.	1.3	
15+000-15+060 Rt.	1.3	
16+420-16+520 Rt.	1.3	
19+370-19+540 Rt.	1.3	
19+810-19+980 Rt.	1.3	
19+800-19+920 16 m Rt.	1.0	slope diversion ditch

Construction Notes

Item # 619.1401 Erosion Control Mix

For permanent slope armor on slopes steeper than 1:2. Place at 100 mm depth unless otherwise noted. Where the locations correspond with those for rip rap slope blanket, place erosion control mix on the remaining upper portion of the slope.

Left Side	Right Side
Station-Station	Station-Station
17+820-17+840	17+650-17+780
17+880-17+900	17+890-17+930
18+910-18+990	18+870-18+920
19+360-19+385	18+970-19+000
19+415-20+010	19+590-19+730
	19+860-19+920

Item # 635.10 Concrete Bin Type Retaining Wall, Closed Face

Station 19+170 to 19+226 Lt. Estimated quantity is 118 m^2.

Designated Fill Areas

The inslopes at the following locations will be filled to a 3:1 slope (no flatter). Payment will be considered incidental to the excavation items.

Station to Station	M
17+375 -17+392 Rt.	17
22+110 - 22+200 Rt.	90
21+230 - 21+380 Lt.	150

Project Stationing

Left	Begin Project 22+530	Right
TDS 42	22+840	
TDS 31/5000/40	23+905	
Hathan Brook	24+630	Hathan Brook
	26+337	Chain Of Ponds/Coburn Gore Town Line
CMP ½	29+439	
	29+472	Arnold Pond Campground entrance
CMP 14/6/3	30+033	
	30+977 End Project	

SUPERELEVATIONS

LEFT	STATION	RIGHT	
-3.0	22+480	-3.0	Begin Project 45 mph
-3.0	22+500	-1.0	
-3.0	22+520	+1.0	
-3.0	22+540	+3.0	22+520 PC
↓	↓	↓	1.02°LT
-3.0	22+620	+3.0	22+647 PT
-3.0	22+640	+1.0	
-3.0	22+660	-1.0	
-3.0	22+680	-3.0	
↓	↓	↓	normal
-3.0	22+960	-3.0	
-0.4	22+980	-3.0	
+2.2	23+000	-3.8	
+4.7	23+020	-4.7	23+086 PC
↓	↓	↓	4.06°RT
+4.7	23+140	-4.7	23+164 PT
+2.8	23+160	-3.8	
+0.9	23+180	-3.0	
-1.0	23+200	-3.0	
↓	↓	↓	very short tangent
-1.0	23+220	-3.0	
+0.9	23+240	-3.0	
+2.8	23+260	-3.8	
+4.7	23+280	-4.7	23+262 PC
↓	↓	↓	4.36°RT
+4.7	23+400	-4.7	23+410 PT
+2.2	23+420	-3.8	
-0.4	23+440	-3.0	
-3.0	23+460	-3.0	
↓	↓	↓	normal
-3.0	24+040	-3.0	
-3.0	24+060	-0.1	
-4.4	24+080	+2.8	

SUPERELEVATIONS

-4.4	24+080	+2.8	
-5.8	24+100	+5.8	24+077 PC
↓	↓	↓	6.93°LT
-5.8	24+360	+5.8	24+375 PT
-4.4	24+380	+2.8	
-3.0	24+400	-0.1	
-3.0	24+420	-3.0	
↓	↓	↓	normal
-3.0	24+480	-3.0	
-0.3	24+500	-3.0	
+2.4	24+520	-3.6	
+5.1	24+540	-5.1	24+531 PC
↓	↓	↓	4.99°RT
+5.1	24+800	-5.1	24+821 PT
+3.0	24+820	-3.0	
+0.8	24+840	-0.8	
-1.4	24+860	+1.4	
-3.6	24+880	+3.6	
-5.8	24+900	+5.8	24+878 PC
↓	↓	↓	6.93°LT
-5.8	25+080	+5.8	25+218 PT
-4.4	25+100	+2.8	
-3.0	25+120	-0.1	
-3.0	25+140	-3.0	
↓	↓	↓	normal
-3.0	25+300	-3.0	
-0.3	25+320	-3.0	
+2.4	25+340	-4.0	
+5.1	25+360	-5.1	25+338 PC
↓	↓	↓	5.46°RT
+5.1	25+460	-5.1	25+481 PT
+2.4	25+480	-3.6	
-0.3	25+500	-3.0	
-3.0	25+520	-3.0	
↓	↓	↓	normal
-3.0	25+940	-3.0	

SUPERELEVATIONS

-3.0	25+940	-3.0	
-0.5	25+960	-3.0	
+1.9	25+980	-3.6	
+4.3	26+000	-4.3	25+978 PC
↓	↓	↓	3.71°RT
+4.3	26+220	-4.3	25+235 PT
+1.9	26+240	-3.6	
-0.5	26+260	-3.0	
-3.0	26+280	-3.0	
↓	↓	↓	normal
-3.0	26+960	-3.0	
-3.0	26+980		
-4.5	27+000	+3.0	
-6.0	27+020	+6.0	26+998 PC
↓	↓	↓	8.75°LT
-6.0	27+120	+6.0	27+148 PT
-4.5	27+140	+3.0	
-3.0	27+160		
-3.0	27+180	-3.0	
↓	↓	↓	normal
-3.0	27+360	-3.0	
-1.0	27+380	-3.0	
+1.0	27+400	-3.0	
+3.0	27+420	-3.0	27+403 PC
↓	↓	↓	1.3°RT
+3.0	27+760	-3.0	27+740 PT
+1.0	27+780	-3.0	
-1.0	27+800	-3.0	
-3.0	27+820	-3.0	
↓	↓	↓	normal
-3.0	27+860	-3.0	
	27+880	-3.0	
+3.0	27+900	-4.5	
+6.0	27+920	-6.0	27+910 PC
↓	↓	↓	7.9°RT
+6.0	28+000	-6.0	28+024 PT

SUPERELEVATIONS

+6.0	28+000	-6.0	28+024 PT
+3.0	28+020	-4.5	
	28+040	-3.0	
-3.0	28+060	-3.0	
↓	↓	↓	normal
-3.0	28+240	-3.0	
-3.0	28+260		
-4.5	28+280	+3.0	
-6.0	28+300	+6.0	28+291 PC
↓	↓	↓	8.75°LT
-6.0	28+360	+6.0	28+374 PT
-4.5	28+380	+3.0	
-3.0	28+400		
-3.0	28+420	-3.0	
↓		↓	normal
-3.0	28+440	-3.0	
	28+460	-3.0	
+3.0	28+480	-4.5	
+6.0	28+500	-6.0	28+488 PC
↓	↓	↓	8.75°RT
+6.0	28+600	-6.0	28+622 PT
+3.6	28+620	-3.6	
+1.2	28+640	-1.2	
-1.2	28+660	+1.2	
-3.6	28+680	+3.6	
-6.0	28+700	+6.0	28+674 PC
↓	↓	↓	8.75°LT
-6.0	28+800	+6.0	28+814 PT
-4.5	28+820	+3.0	
-3.0	28+840		
-3.0	28+860	-3.0	
↓	↓	↓	normal
-3.0	29+060	-3.0	
-3.0	29+080	-0.1	
-4.4	29+100	+2.8	
-5.8	29+120	+5.8	29+108 PC

SUPERELEVATIONS

-5.8	29+120	+5.8	29+108 PC	
↓	↓	↓	7.3°LT	
-5.8	29+240	+5.8	29+247 PT	
-4.4	29+260	+2.8		
-3.0	29+280	-0.1		
-3.0	29+300	-3.0		
↓	↓	↓	normal	
-3.0	29+560	-3.0		
-3.0	29+580	-0.2		
-4.2	29+600	+2.6		
-5.5	29+620	+5.5	29+600 PC	
↓	↓	↓	6.0°LT	
-5.5	29+800	+5.5	29+812 PT	
-4.2	29+820	+2.6		
-3.0	29+840	-0.2		
-3.0	29+860	-3.0		
↓	↓	↓	normal	
-3.0	30+440	-3.0		35 mph
-0.5	30+460	-3.0		
+2.0	30+480	-3.7		
+4.4	30+500	-4.4	30+492 PC	
↓	↓	↓	5.6°RT	
+4.4	30+800	-4.4	30+857 PT	
+2.0	30+820	-3.7		
+0.5	30+840	-3.0		
-3.0	30+860	-3.0		
↓	↓	↓	normal	
-3.0	31+040	-3.0		
-3.0	31+060	-3.0		

END 10215.00

Construction Notes

Item # 201.11 Clearing

Refer to plan sheets for clearing limit lines. Item total is 0.69 HA.

Item # 202.203 Pavement Butt Joints

Station	Comments
14+040	Begin Project
30+653-30+702 Lt.	Paved entrance
30+710 -30+804 Rt.	Pepin's Store ent.
30+947 Rt.	Paved drive
30+886 -30+947 Lt.	Border station
30+900 - 30+930	Existing island
30+977	End Project

Item total is 407 m^2.

Item # 203.2001 Common Excavation - Plan Quantity

Construction Areas

Station to Station	M^3	Comments
24+060 - 24+380	2609	Const. Area # 5
26+980 - 27+140	1318	Const. Area # 6
28+060 - 28+800	7980	Const. Area # 7
29+440 - 30+380	1341	Const. Area # 8

Construction Notes

Item # 203.2001 Common Excavation - Plan Quantity

Non-numbered construction areas with cross-sections provided.

Station to Station	M^3	Comments
28+800 - 29+240	4	
30+380 - 30+860	98	Coburn Gore

Additional quantity of excavation of outside of what is shown on cross-sections, i.e. for removal of the existing pavement after a re-location of centerline.

Station to Station	M^3	Comments
24+150 -24+230 Lt.	40	
27+060 - 27+110 Rt.	26	

Additional quantities accounting for excavation of reclaimed pavement material where it is required as the top 150 mm of gravel.

Station to Station	M^3	Comments
29+240 - 29+360	123	
29+570 - 29+980	420	

Additional excavation is needed for certain portions of the reclaim/re-grade treatment areas to correct the cross-slope. In the following areas, both mainline and shoulders will be excavated to allow for 150 mm of recycled pavement at the required cross-slope.

Station to Station	M^3
22+780 - 22+870 Lt.	108
25+630 - 25+770 Lt.	197
27+180 - 27+340 Rt.	201

Construction Notes

Item # 203.2001 Common Excavation - Plan Quantity

One percent of earth excavation is assumed to be boulders > 2 m^3 and is subtracted from the total quantity and added to Rock Excavation. See Item 203.21 and General Note # 38.

Item # 203.21 Rock Excavation

Station to Station	M^3	Comments
28+060 - 28+800	33	Const. Area # 7
29+440 - 30+380	613	Const. Area # 8
Boulders 2 m^3 or larger	134*	

***Added as 1% of all earth excavation calculated.**

Item # 203.24 Common Borrow

Surplus Excavation:

Common Excavation (earth) - 13350 m^3
Rock Excavation - 646 m^3
New Ditch - 9148 m^3

Deductions:

Grubbing - 420 m^3
10% Shrinkage (earth) - 2250 m^3

Excavation Available For Fill - 20474 m^3
Fill Requirements - 15390 m^3

Estimated Surplus Total - 5084 m^3

Construction Notes

Item # 204.41 Rehabilitation Of Existing Shoulder (Plan Quantity)

Station to Station	M^2	Comments
30+860 - 30+977 Rt.	246	Curb Section

Item # 206.07 Structural Rock Excavation - Drainage & Minor Structures

Station to Station	M^3	Comments
30+530 - 30+760	162	Closed drainage

Item # 211.20 Inslope Excavation
Item # 211.30 Ditch Excavation
Item # 211.40 New Ditch Excavation

Left Lane

Station to Station	Inslope X	Ditch X	New Ditch X
22+530 - 23+440			910
23+440 - 23+520	80		
23+520 - 23+795			275
23+820 - 23+840	20		
23+840 - 24+060			220
24+380 - 24+580	200		
24+640 - 24+675			35

Construction Notes

Item # 211.20 **Inslope Excavation**
Item # 211.30 **Ditch Excavation**
Item # 211.40 **New Ditch Excavation**

Left Lane

Station to Station	Inslope X	Ditch X	New Ditch X	
24+755 - 24+900			145	See comment 1 below
24+910 - 24+935			25	
24+935 - 24+980	45			
24+980 - 25+425			445	
25+480 - 25+525			45	
25+525 - 25+605	80			
25+605 - 25+770			165	
25+770 - 25+845	75			
25+845 - 25+865			20	
26+092			30	See comment 2 below.
26+140 - 26+200	60			
26+200 - 26+900			700	
27+140 - 27+282			142	
27+282 - 27+300	18			
27+300 - 27+560			260	
27+560 - 27+610	50			

1: Construct berm from station 24+900 to 24+960 with excavation material @ 7m Lt.
2: Excavate outlet ditch to 30 m Lt. of centerline.

Construction Notes

Item # 211.20 **Inslope Excavation**
Item # 211.30 **Ditch Excavation**
Item # 211.40 **New Ditch Excavation**

Left Lane

Station to Station	Inslope X	Ditch X	New Ditch X
27+610 - 27+773			163
27+773 - 27+802	29		
27+802 - 27+920			118
29+140 - 29+205			65
29+420 - 29+440			20

Item # 211.20 **Inslope Excavation**
Item # 211.30 **Ditch Excavation**
Item # 211.40 **New Ditch Excavation**

Right Lane

Station to Station	Inslope X	Ditch X	New Ditch X
22+530 - 23+420			890
23+500 - 24+010			510
24+510 - 24+545			35
24+777 - 25+050		273	
25+075 - 25+450			375
25+500 - 25+520			20
25+559 - 25+720			161
25+720 - 25+760	40		

Construction Notes

Item # 211.20 **Inslope Excavation**
Item # 211.30 **Ditch Excavation**
Item # 211.40 **New Ditch Excavation**

Right Lane

Station to Station	Inslope X	Ditch X	New Ditch X
25+760 - 26+116			356
26+157 - 26+697			540
26+850 - 26+917			67
26+944 - 26+980			36
27+140 - 27+176			36
27+190 - 27+570			380
27+570 - 27+590	20		
27+590 - 27+980			390
27+986 - 28+060			74
29+249 - 29+274		25	
29+274 - 29+331	57		

Item # 304.104 Aggregate Subbase Course - Gravel (Plan Quantity)

Construction Areas

Station to Station	M^3	Comments
24+060 - 24+380	1552	Const. Area # 5
26+980 - 27+140	591	Const. Area # 6
28+060 - 28+800	4766	Const. Area # 7
29+440 - 30+380	4354	Const. Area # 8

Construction Notes

Item # 304.104 Aggregate Subbase Course - Gravel (Plan Quantity)

Non-numbered construction areas with cross-sections provided.

Station to Station	M^3	Comments
28+800 - 29+240	3870	
29+240 - 29+440	718	
30+380 - 30+860	158	Coburn Gore

Replacement of recycled pavement material in reclaim/re-grade treatment areas where excavation was needed to correct the cross-slope. Total is 246 m^3 for the stations below.

Station to Station

22+780 - 22+870 Lt.

25+630 - 25+770 Lt.

27+180 - 27+340 Rt.

Item # 309.36 Full Depth Recycled Pavement With Foamed Asphalt (6" Depth)

The area to be foam treated includes mainline and the normal 0.9 m shoulders. No foamed asphalt treatment of material is required beyond 4.2 m Lt. & Rt. of centerline. Two different mix designs will be used depending on the material treated.

Station to Station	Material Treated
22+530-28+060	recycled pavement
28+060-29+440	granular material
29+440-30+860	recycled pavement

Item # 411.09 Untreated Aggregate Surface Course

This item will be used for cross-slope correction material only, as authorized by the Resident.

Construction Notes

Item # 411.10 Untreated Aggregate Surface Course - Truck Measure

This item will be used for drives and entrances only.

Item # 603.16 375 mm Culvert pipe Option I

Drives/Entrances:

Station	M
24+350 Rt.	21.2
27+983 Rt.	9.15
29+269 Rt.	9.15
29+471 Lt.	13.95
30+010 Lt.	9.15

Closed Drainage:

Station to Station	M
30+572-30+699 Rt.	127
30+700-30+803 Rt.	103
30+804-30+890 Rt.	86

Undetermined Locations: 18.3 m

Construction Notes

Item # 603.17 450 mm Culvert pipe Option I

Drives/Entrances:

Station	M
22+984 Rt.	9.1
25+342 Lt.	9.1
25+865 Lt.	9.1
26+677 Lt.	16.5

Closed Drainage:

Station	M
30+411-30+468 Rt.	57
30+469-30+572 Rt.	102

Undetermined Locations : 18.3 m

Item # 603.179 450 mm Culvert Pipe Option III

Station	M
24+235	16.5
26+680	15.8
26+928	23.8
27+280	14.6
28+040	16.9
28+558	18.9
28+710	18.9
29+863	14.6

Construction Notes

Item # 603.179 450 mm Culvert Pipe Option III

Station	M
30+407	15.8
Undetermined Locations:	18.3

Item # 603.45 1219 mm RCP Class IV

Station	M
29+328 (twin)	29.74

Item # 604.092 Catch Basin Type B1-C

Station	EA
30+469 Rt.	1
30+572Rt.	1
30+700 Rt.	1
30+804 Rt.	1
30+890 Rt.	1

See plan sheets and cross-sections for offset & elevations.

Item # 606.17 Guardrail Type 3b-Single Rail

Station to Station	Offset To Face (m)	Length (m)
24+583-24+629 Lt	4.8	45.72
24+607-24+764 Rt	4.8	60.96
26+907-26+967 Lt	4.5	156.21
29+801-29+969 Lt	4.5	167.64

Construction Notes

Item # 606.21 Guardrail Type 3b-4.5M (15 ft) radius and less

24+600 Rt 3.81M

Item # 606.22 Guardrail Type 3b-4.5M (15 ft) radius and more

24+600 Rt 3.81M

Item # 606.265 Terminal End-Single Rail-Galvanized Steel

24+600 Rt

Item # 606.35 Guardrail Delineator Post

24+572 Lt	**24+629 Lt**	**26+891 Lt**	**29+970 Lt**
24+583 Lt	**24+640 Lt**	**26+902 Lt**	**29+969 Lt**
24+595 Rt	**24+764 Rt**	**26+967 Lt**	**29+980 Lt**
24+600 Rt	**24+775 Rt**	**26+978 Lt**	**29+801 Lt**

Item # 606.754 Widen Shoulder for Guardrail 350 Flared Terminal

Station to Station	**EA**
24+551-24+583 Lt	**1**
24+629-24+661 Lt	**1**
24+754-24+786 Rt	**1**
26+870-26+902 Lt	**1**
26+967-26+999 Lt	**1**
29+769-29+801 Lt	**1**
29+969-30+001 Lt	**1**

Construction Notes

Item # 606.79 Guardrail 350 Flared Terminal

Station to Station	EA
24+572-24+583 Lt	1
24+629-24+640 Lt	1
24+764-24+775 Rt	1
26+891-26+902 Lt	1
26+967-26+978 Lt	1
29+790-29+801 Lt	1
29+969-29+980 Lt	1

Item # 609.31 Bituminous Curb Type 3 (mold 1 - 100mm reveal)

Station to Station	M	Comments
30+438-30+457 Rt.	18.5	
30+465-30+497 Rt.	32.4	
30+505-30+514 Rt.	8.1	
30+522-30+562 Rt.	39.3	
30+570-30+683 Rt.	110.8	
30+697-30+710 Rt.	23.9	Island
30+740-30+780 Rt.	79.5	Island
30+803-30+839 Rt.	35.7	
30+847-30+880 Rt.	32.8	
30+888-30+943 Rt.	55.1	
30+951-30+964 Rt.	13.1	

Offset to the face of curb is 5.1 m, with the exception of the island (see plans).

Construction Notes

Item # 610.08 Plain Riprap

Riprap for downspouts and pipe inlets & outlets is 450 mm thick unless otherwise noted. Some inlets will not require a pad as determined by the Resident. Width(m) x Length(m) convention used.

Downspouts: See plan sheets. Estimated quantity in place is 30 m^3

Pipe Inlets/Outlets: See plan sheets and 603 items for locations. Estimated quantity in place is 331 m^3. Where plans or cross-sections do not specify a pad size, the pad sizes listed below are to be used, unless otherwise directed by the Resident.

375 mm pipes - 2x3 outlet, 2x2 inlet

450 mm pipes - 2x4 outlet, 2x3 inlet

1219 mm RCP (twin) 10x15 outlet, 10x15 inlet

Item # 610.18 Stone Ditch Protection

Station - Station	Width	Comments
28+100-28+260 Lt. & Rt.	1.3	
28+370-28+460 Rt.	1.3	

Item # 620.54 Stabilization Geotextile

To be placed over subgrade as shown on the cross-sections from station 28+820 to station 29+100. Estimated quantity is 3360 m^2.

Construction Notes

Designated Fill Areas

The inslopes at the following locations will be filled to a 3:1 slope(no flatter). Payment will be considered incidental to the excavation items.

Station to Station	M
24+675 - 24+755 Lt.	80
24+480 - 25+425 Lt.	55
26+110 - 26+140 Lt.	30
26+910 - 26+980 Lt.	70
27+920 - 28+040 Lt.	120
24+040 - 24+090 Rt.	50
24+380 - 24+595 Rt.	215
25+450 - 25+490 Rt.	40
26+070 - 26+116 Rt.	46
26+931 - 26+944 Rt.	13

GENERAL NOTES

1. All joints between existing and proposed hot bituminous pavement shall be butted. Payment shall be made under Item 202.203 Pavement Butt Joint.

2. Construct Butt Joints at all paved drives and entrances as directed by the Resident.

3. Where deemed necessary by the Resident, winter sand shall be removed from the edges of shoulders and placed in designated areas or disposed of. Payment will be made under the appropriate contract items.

4. All inslope and ditches in cut areas shall be regraded to 3:1, or flatter, unless otherwise specified in cross-sections, or as directed by the Resident.

5. The Contractor shall place suitable existing material, or other material acceptable to the Resident, on all pavement edges to allow no greater than a 40 mm [1 ½ in] drop-off and be graded to 3:1 or flatter. Payment will be incidental to the contract.

6. Any damage to the slopes caused by the Contractor's equipment, personnel, or operation shall be repaired to the satisfaction of the Resident. All work, equipment and materials required to make repairs shall be at the Contractor's expense.

7. A one meter [3 ft] paved lip shall be placed at all gravel entrances, except woods and field entrances, unless otherwise directed by the Resident.

8. Item # 411.09 Untreated Aggregate Surface Course shall be used as material for cross-slope correction or in drives/entrances as authorized by the Resident.

9. Item # 411.10, Untreated Aggregate Surface Course, Truck Measure, may also meet the gradation requirements of item # 204.20, Add Shoulder Aggregate.

10. Any necessary cleaning of existing pavement or foamed asphalt treated areas prior to paving shall be incidental to the related paving items.

11. All existing paved shoulders and widenings will be resurfaced as directed by the Resident.

12. When super elevation exceeds the slope of the low side shoulder, the shoulder will have same slope as traveled way.

13. No existing drainage shall be abandoned, removed or plugged without prior approval of the Resident.

GENERAL NOTES

14. The following shall be incidental to the 603 item(s):
    Any cutting of existing culverts and or connectors necessary to install new culvert replacements or extensions
    All pipe excavation including any cutting and removal of pavement
    All ditching at pipe ends
    Furnishing, placing, grading, and compacting of any new gravel and/or fill material including Granular Borrow used under pipes and for temporary detours to maintain traffic during pipe installation (excavation is also incidental).
    Granular Borrow under the pipe shall meet the requirements for Underwater Backfill
    All work necessary to connect to existing pipes
    Flow lines may be changed by 0.5M [1.5 ft]
    Any necessary clearing of brush and small trees at culvert ends

15. All connections for closed drainage system pipes to roadway culverts, cellar drains, artesian well outlets, and any other conduit will be considered incidental to the 603 and 604 items.

16. Two guardrail delineator posts will be installed at the leading end and two at the trailing end of each run of guardrail. One delineator post will also be installed at each underdrain outlet.

17. Guardrail 350 Flared Terminals shall be installed concurrently with the placement of each section of beam rail.

18. All existing cable guardrail shall be removed and become the property of the Contractor. Removal and disposal shall be considered incidental to the guardrail items.

19. Holes created by Guardrail removal will be filled and compacted with approved materials as directed by the Resident. Payment will be considered incidental to the guardrail items.

20. Beam guardrail which is removed and not reused on the project becomes property of the State and shall be delivered to MDOT Dallas Maintenance Camp . Removal, delivery, dismantling, and stacking shall be incidental to the guardrail items.

21. Backing up bituminous curb is incidental to the curb items.

22. Trim all tree branches to 6 m [20 ft] above pavement. Payment shall be incidental to the contract.

23. “Undetermined Locations” shall be determined by the Resident.

GENERAL NOTES

24. Stations referenced are approximate.

25. Grind a transition taper around the existing island at the U.S. INS / Customs station as directed by the Resident. Payment will be made under Item No. 202.203, Pavement Butt Joints.

26. All work shall be done in accordance with the Maine Department of Transportation's Best Management Practices for Erosion Control & Sediment Control, January, 2000.

27. Any wintered pavement will require temporary markings of **paint**. Both yellow centerline and white edge lines will be required and will be considered part of item # 627.76 Temporary Pavement Marking Lines, White or Yellow.

28. The Resident shall be given a **one week notice** prior to any painting of temporary pavement marking lines to allow the Department's Traffic Engineer to evaluate the striping pattern.

29. MDOT will final stripe the project.

30. Foamed asphalt treatment of reclaim material or gravel will include only travel-way and normal width shoulders (0.9 m). All fine grading of the travel-way and shoulders, including fine grading of any shoulders wider than 0.9 m, will be considered incidental to Item #309.30.

31. Water truck when used in areas where compaction is paid for with the use of rental items (Roller) will be paid as Item # 631.172 Large Truck (Including Operator). Water application equipment will conform to section 637.03 of the Standard Specification.

32. Item #304.103 shall be used as material for drives and entrances where the required depth of material exceeds 100 mm and only where authorized by the Resident.

33. Any work done in the vicinity of the border crossing station will be coordinated with border station personnel **at least 48 hours prior** to the activity.

34. Any work zone signing placed on the Canadian side of the border will conform to standards used by the Ministere des Transports in Quebec. Additional information is available upon request. Payment will be made under the appropriate contract items.

35. Any surplus excavation produced as a result of work on Project No. STP-1021(500)X will be used to supplement fill needed on Project No. STP-9691(00)X. The contractor shall plan his work to utilize all surplus excavation from both projects prior to placing common borrow material under item #203.24.

GENERAL NOTES

36. All waste material not used on the project shall be disposed of off the project in waste areas approved by the Resident.

37. All Common Excavation (203.2001), and Gravel (304.104), will be paid **PLAN QUANTITY.** The contractor is responsible to verify the quantities and adjust his bid accordingly. All computation methods and quantities used for the Engineers Estimate are available by contacting the Division # 7 Project Manager.

38. The Plan Quantity amount for Common Excavation (203.2001) will be adjusted according to the measured amount of Rock Excavation (203.21).

39. The Construction Notes do not include all of the work shown on the plans and cross sections.

40. Existing culverts will be cleaned as directed by the Resident under the appropriate Pay Items.

41. Prior to removing, reclaiming, or overlaying pavement, the existing roadway will be inspected for possible subsurface boulders and removed as directed by the Resident and will be paid with the appropriate equipment rental items. Backfill will be with material consistent with surrounding material up to subgrade. Aggregate subbase gravel will be placed and compacted from subgrade to finish grade. All materials required to backfill any holes after the removal of boulders will not be paid for directly, but will be considered incidental to the equipment rental items.

42. In Reclaim/Variable Gravel areas where no finish centerline grade is given, the finish centerline grade will be established by the Resident. The contractor is responsible for all required layout.

43. No separate payment for Superintendent or Foreman will be made for the supervision of equipment being paid under appropriate rental items.

44. All end treatments shown as MELTs on the plans will be Guardrail 350 Flared terminals.

GENERAL DECISION ME020009 12/20/02 ME9
 General Decision Number ME020009

 Superseded General Decision No. ME010009

 State: Maine

 Construction Type:
 HIGHWAY

 County(ies):
 AROOSTOOK KNOX SAGADAHOC
 FRANKLIN LINCOLN SOMERSET
 HANCOCK OXFORD WALDO
 KENNEBEC PISCATAQUIS YORK

 HIGHWAY CONSTRUCTION PROJECTS excluding major bridging (for example: bascule, suspension and spandrel arch bridges; those bridging waters presently navigating or to be navigatable; and those involving marine construction in any degree); tunnels, building structures in rest area projects and railroad construction.

 Modification Number Publication Date
 0 03/01/2002
 1 12/20/2002

COUNTY(ies):
AROOSTOOK KNOX SAGADAHOC
FRANKLIN LINCOLN SOMERSET
HANCOCK OXFORD WALDO
KENNEBEC PISCATAQUIS YORK

 * ENGI0004V 04/01/2002

	Rates	Fringes
POWER EQUIPMENT OPERATORS:		
Pavers	16.11	5.50
Rollers	16.11	5.50

 SUME4024A 10/24/2000

	Rates	Fringes
CARPENTERS	11.60	1.51
IRONWORKERS		
Structural	12.03	1.58
LABORERS		
Drillers	10.00	2.50
Flaggers	6.00	
Guardrail Installers	7.92	
Landscape	7.87	.16
Line Stripper	8.69	.23
Pipelayers	9.21	2.31
Rakers	9.00	1.51
Sign Erectors	10.00	
Unskilled	8.66	1.38
Wheelman	8.50	.43
POWER EQUIPMENT OPERATORS		

Backhoes	11.87	2.05
Bulldozers	12.33	2.88
Cranes	14.06	1.75
Excavators	12.38	2.48
Graders	13.06	3.73
Loaders	11.41	2.87
Mechanics	13.18	2.57
TRUCK DRIVERS		
Dump	9.35	3.10
Tri axle	8.70	1.18
Two axle	8.56	2.19

WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29 CFR 5.5(a)(1)(ii)).

In the listing above, the "SU" designation means that rates listed under that identifier do not reflect collectively bargained wage and fringe benefit rates. Other designations indicate unions whose rates have been determined to be prevailing.

WAGE DETERMINATION APPEALS PROCESS

1.) Has there been an initial decision in the matter? This can be:

* an existing published wage determination
* a survey underlying a wage determination
* a Wage and Hour Division letter setting forth a position on a wage determination matter
* a conformance (additional classification and rate) ruling

On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour Regional Office for the area in which the survey was conducted because those Regional Offices have responsibility for the Davis-Bacon survey program. If the response from this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed.

With regard to any other matter not yet ripe for the formal process described here, initial contact should be with the Branch of Construction Wage Determinations. Write to:

Branch of Construction Wage Determinations
Wage and Hour Division
U. S. Department of Labor
200 Constitution Avenue, N. W.
Washington, D. C. 20210

2.) If the answer to the question in 1.) is yes, then an

interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

Wage and Hour Administrator
U.S. Department of Labor
200 Constitution Avenue, N. W.
Washington, D. C. 20210

The request should be accompanied by a full statement of the

interested party's position and by any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
U. S. Department of Labor
200 Constitution Avenue, N. W.
Washington, D. C. 20210

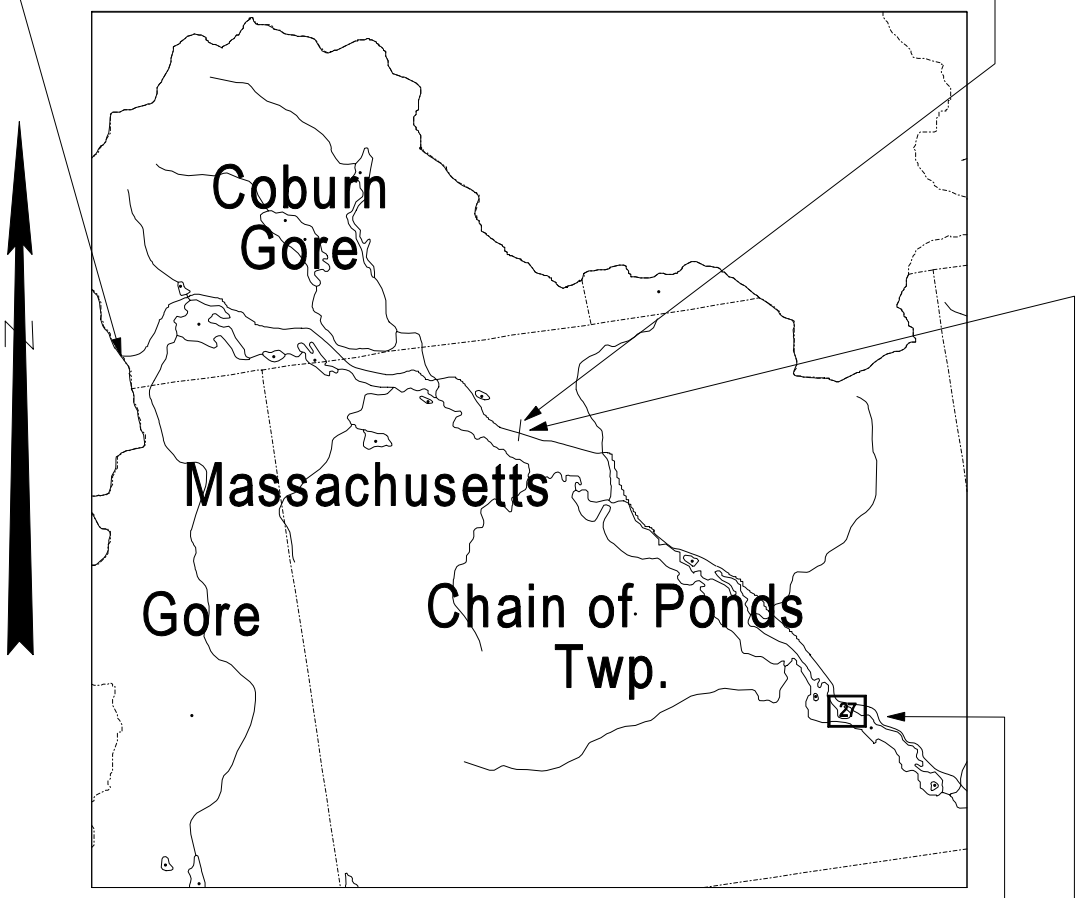
4.) All decisions by the Administrative Review Board are final.

END OF GENERAL DECISION

STP-1021(500)X &
STP-9691(00)X

BEGIN PROJECT STA 22+530
PROJECT NO. STP-1021(500)X - 8.45 KM

END PROJECT STA 30+977
PROJECT NO. STP-1021(500)X
AT THE CANADIAN BORDER



BEGIN PROJECT STA 14+430
PROJECT NO. STP-9691(00)X

END PROJECT STATION 22+530
PROJECT NO. STP- 9691(00)X - 8.1 KM

LOCATION MAP

Scale in Kilometers

Project No. STP-9691(00)X &
STP-1021(500)X

SPECIAL PROVISION
CONSTRUCTION AREA

A Construction Area located in the **Townships of Chain of Ponds and Coburn Gore** has been established by the Maine Department of Transportation in accordance with provisions of Title 29, Section 1703, Maine Revised Statutes Annotated.

The section of highway under construction in Franklin County, Project STP-9691(00)X is located on Route 27, beginning 11.91 KM (7.40 MI) south of the Chain of Ponds/Coburn Gore town line and extending northerly 8.1 KM (5.03 MI). Project STP-1021(500)X is located on Route 27, beginning 3.81 KM (2.37 MI) south of the Chain of Ponds/Coburn Gore town line and extending northwesterly 8.45 KM (5.25 MI) to the Canadian Border.

The State Department of Transportation or the State's Engineer may issue permits for stated periods of time for moving construction equipment without loads, low-bed trailers with overloads, over-height, over-width or over-length equipment or materials over all State maintained sections described in the "Construction Area" above and in addition may issue permits for stated periods of time for moving overweight vehicles and loads over the section described in (a) above. The right to revoke such a permit at any time is reserved by the State Department of Transportation and the issuance of such permits shall be subject to any Special Provisions or Supplemental Specifications written for this project.

A Temporary Permit for each move may be issued by the State Department of Transportation or the State's Engineer for moving Contractor's construction equipment used on the project which exceeds the legal limits (shovels, bulldozers, etc.) to sources of construction material over highways maintained by the State reasonably within the area of the project.

The Municipal Officers (County Commissioners) for the **Townships of Chain of Ponds and Coburn Gore** agreed that a permit will be issued to the Contractor for the purpose of hauling loads in excess of the limits as specified in Title 29, Maine Revised Statues Annotated, on the town ways as described in the "Construction Area" and that single move permits will be issued for moving Contractor's construction equipment used on the project which exceeds the legal limits (shovels, bulldozers, etc.) to sources of construction material over town ways reasonably within the area of the project.

In the event it is necessary to transport gravel, borrow, or other construction material in legally registered vehicles carrying legal loads over town ways, a Contractor's Bond of not more than Nine Thousand ($9,000.00) per kilometer of traveled length may be required by the town, the exact amount of said bond to be determined prior to use of any town way.

The maximum speed limits for trucks on any town way will be forty (40) km per hour [25 mph], unless a higher legal limit is specifically agreed upon in writing by the Municipal Officers concerned.

February 7, 1996
Supersedes
May 8, 1995

SPECIAL PROVISION
CONSTRUCTION AREA

Title 29A, M.R.S.A., Subsection 2383. Overlimit movement permits

1. Overlimit movement permits issued by State. The Secretary of State, acting under guidelines and advice of the Commissioner of Transportation, may grant permits to move non-divisible objects having a length, width, height or weight greater than specified in this Title over a way or bridge maintained by the Department of Transportation.

2. Permit Fee. The Secretary of State, with the advice of the Commissioner of Transportation, may set the fee for these permits, at not less than $3, nor more than $15, based on weight, height, length and width.

3. County and municipal permits. A permit may be granted, for a reasonable fee, by county commissioners or municipal officers for travel over a way or bridge maintained by that county or municipality.

4. Permits for weight. A vehicle granted a permit for excess weight must first be registered for the maximum gross vehicle weight allowed for that vehicle.

5. Special mobile equipment. The Secretary of State may grant a permit, for no more than one year, to move pneumatic-tire equipment under its own power, including Class A and Class B special mobile equipment, over ways and bridges maintained by the Department of Transportation. The fee for that permit is $15 for each 30-day period.

6. Scope of permit. A permit is limited to the particular vehicle or object to be moved and particular ways and bridges.

7. Construction permits. A permit for a stated period of time may be issued for loads and equipment employed on public way construction projects, United States Government projects or construction of private ways, when within construction areas established by the Department of Transportation. The Permit:

   A. Must be procured from the municipal officers for a construction area within that municipality;
   B. May require the Contractor to be responsible for damage to ways used in the construction areas and ma provide for:
      (1) Withholding by the agency contraction the work of final payment under contract; or
      (2) The furnishing of a bond by the Contractor to guarantee suitable repair or payment damages.
   C. May be granted by the Department of Transportation or by the state engineer in charge of the construction contract; and
   D. For construction areas, carries no fee and does not come within the scope of this section.

8. Gross vehicle weight permits. The following may grant permits to operate a vehicle having a gross vehicle weight exceeding the prescribed limit:

A. The Secretary of State, with the consent of the Department of Transportation, for state and state aid highways and bridges within city or compact village limits;
B. Municipal officers, for all other ways and bridges within that city and compact village limits; and
C. The county commissioners, for county roads and bridges located in unorganized territory.

9. Pilot vehicles and state police escorts. Pilot vehicles required by a permit must be equipped with warning lights and signs as required by the Secretary of State with the advice of the Department of Transportation.

Warning lights may only be operated and lettering on the signs may only be visible on a pilot vehicle while it is escorting on a public way a vehicle with a permit.

The Secretary of State shall require a State Police escort for a single vehicle or a combination of vehicles of 125 feet or more in length or 16 feet or more in width. The Secretary of State, with the advice of the Commissioner of Transportation, may require vehicles of lesser dimensions to be escorted by the State Police.

The Bureau of State Police shall establish a fee for State Police escorts.

All fees collected must be used to defray the cost of services provided.

With the advice of the Commissioner of Transportation and the Chief of the State Police, the Secretary of State shall establish rules for the operation for the operation of pilot vehicles.

10. Taxes paid. A permit for a mobile home may not be granted unless the applicant provides reasonable assurance that all property taxes, sewage disposal charges and drain and sewer assessments applicable to the mobile home, including those for the current tax year, have been paid or that the mobile home is exempt from those taxes.

1993, c. 683, § S-2, eff. January 1, 1995.

Historical and Statutory Notes

Derivation:

R.S. 1954, c. 22 § 98
Laws 1955, c. 389
Laws 1967, c. 3.
Laws 1971, c. 593, § 22.
Laws 1973, c. 213.
Laws 1975, c. 130, §
Laws 1975, c. 319, § 2 .
Laws 1977, c. 73, § 5.
Laws 1981, c. 413.
Laws 1985, c. 225, § 1
Laws 1987. c. 52.
Laws 1987, 781, § 3.
Laws 1989, c. 866, § B-13.
Laws 1991, c. 388, § 8.
Laws 1993, c. 683, § A-1.
Former 29 M.R.S.A. § 2382.

Cross Reference

Collection by Secretary of State, See 29-A M.R.S.A. § 154.

SPECIAL PROVISION
CORRECTIONS, ADDITIONS AND REVISIONS
Standard Specifications - Revision of December 2002

SECTION 101
CONTRACT INTERPRETATION

101.2 Definitions - Closeout Documentation

Replace the sentence "A letter stating the amount….. DBE goals." with "DBE Goal Attainment Verification Form"

SECTION 102
DELIVERY OF BIDS
(Location and Time)

102.7.1 Location and Time

Add the following sentence "As a minimum, the Bidder will submit a Bid Package consisting of the Notice to Contractors, the completed Acknowledgement of Bid Amendments & Submission of Bid Bond Validation Number form, the completed Schedule of Items, 2 copies of the completed Agreement, Offer, & Award form, a Bid Bond or Bid Guarantee, and any other Certifications or Bid Requirements listed in the Bid Book."

SECTION 106
QUALITY

106.6 Acceptance Add the following to paragraph 1 of A: "This includes Sections 401 - Hot Mix Asphalt, 402 - Pavement Smoothness, and 502 - Structural Concrete - Method A - Air Content."

Add the following to the beginning of paragraph 3 of A: "For pay factors based on Quality Level Analysis, and"

SECTION 107
TIME

107.3.1 General Add the following: "If a Holiday occurs on a Sunday, the following Monday shall be considered a Holiday. Sunday or Holiday work must be approved by the Department, except that the Contractor may work on Martin Luther King Day, President's Day, Patriot's Day, the Friday after Thanksgiving, and Columbus Day without the Department's approval."

SECTION 402
PAVEMENT SMOOTHNESS

Add the following:

"402.02 Lot Size Lot size for smoothness will be 1000 lane-meters [3000 lane-feet]. A sublot will consist of 20 lane-meters [50 lane-feet]. Partial lots will be included in the previous lot if less than one-half the size of a normal lot. If greater than one-half the normal lot size, it will be tested as a separate lot."

SECTION 502
STRUCTURAL CONCRETE

502.0502 Quality Assurance Method A - Rejection by Resident Change the first sentence to read: "For an individual sublot with test results failing to meet the criteria in Table #1, or if the calculated pay factor for Air Content is less than 0.80……"

502.0503 Quality Assurance Method B - Rejection by Resident Change the first sentence to read: "For material represented by a verification test with test results failing to meet the criteria in Table #1, the Department will……"

502.0505 Resolution of Disputed Acceptance Test Results Combine the second and third sentence to read: "Circumstances may arise, however, where the Department may ……"

SECTION 604
MANHOLES, INLETS, AND CATCH BASINS

604.02 Materials Add the following:

"Tops and Traps	712.07
Corrugated Metal Units	712.08
Catch Basin and Manhole Steps	712.09"

SECTION 618
SEEDING

618.01 Description Change the first sentence to read as follows: "This work shall consist of furnishing and applying seed …."
Remove ",and cellulose fiber mulch" from 618.01(a).

618.03 Rates of Application In 618.03(a), remove the last sentence and replace with the following: "These rates shall apply to Seeding Method 2, 3, and Crown Vetch."

618.09 Construction Method In 618.09(a) 1, sentence two, replace "100 mm [4 in]" with "25 mm [1 in] (Method 1 areas) and 50 mm [2 in] (Method 2 areas)"

SECTION 620
GEOTEXTILES

620.03 Placement Section (c)

Title: Replace "Non-woven" in title with "Erosion Control".
First Paragraph: Replace first word "Non-woven" with "Woven monofilament".
Second Paragraph: Replace second word "Non-woven" with "Erosion Control".

620.07 Shipment, Storage, Protection and Repair of Fabric Section (a)

Replace the third sentence with the following: "Damaged geotextiles, as identified by the Resident, shall be repaired immediately."

620.09 Basis of Payment

Pay Item 620.58: Replace "Non-woven" with "Erosion Control"
Pay Item 620.59: Replace "Non-woven" with "Erosion Control"

SECTION 712
MISCELLANEOUS HIGHWAY MATERIALS

Add the following:

"712.07 Tops, and Traps These metal units shall conform to the plan dimensions and to the following specification requirements for the designated materials.

Gray iron castings shall conform to the requirements of AASHTO M105, Class 30, unless otherwise designated.

Carbon steel castings shall conform to the requirements of AASHTO M103/M103M. Grade shall be 450-240 [65-35] unless otherwise designated.

Structural steel shall conform to the requirements of AASHTO M183/M183M or ASTM A283/A283M, Grade B or better. Galvanizing, where specified for these units, shall conform to the requirements of AASHTO M111.

712.08 Corrugated Metal Units The units shall conform to plan dimensions and the metal to AASHTO M36/M36M. Bituminous coating, when specified, shall conform to AASHTO M190 Type A.

712.09 Catch Basin and Manhole Steps Steps for catch basins and for manholes shall conform to ASTM C478M [ASTM C478], Section 13 for either of the following material:

(a) Aluminum steps-ASTM B221M, [ASTM B211] Alloy 6061-T6 or 6005-T5.

(b) Reinforced plastic steps Steel reinforcing bar with injection molded plastic coating copolymer polypropylene. Polypropylene shall conform to ASTM D 4101.

712.23 Flashing Lights Flashing Lights shall be power operated or battery operated as specified.

(a) Power operated flashing lights shall consist of housing, adapters, lamps, sockets, reflectors, lens, hoods and other necessary equipment designed to give clearly visible signal indications within an angle of at least 45 degrees and from 3 to 90 m [10 to 300 ft] under all light and atmospheric conditions.

Two circuit flasher controllers with a two-circuit filter capable of providing alternate flashing operations at the rate of not less than 50 nor more than 60 flashes per minute shall be provided.

The lamps shall be 650 lumens, 120 volt traffic signal lamps with sockets constructed to properly focus and hold the lamp firmly in position.

The housing shall have a rotatable sun visor not less than 175 mm [7 in] in length designed to shield the lens.

Reflectors shall be of such design that light from a properly focused lamp will reflect the light rays parallel. Reflectors shall have a maximum diameter at the point of contact with the lens of approximately 200 mm [8 in].

The lens shall consist of a round one-piece convex amber material which, when mounted, shall have a visible diameter of approximately 200 mm [8 in]. They shall distribute light and not diffuse it. The distribution of the light shall be asymmetrical in a downward direction. The light distribution of the lens shall not be uniform, but shall consist of a small high intensity portion with narrow distribution for long distance throw and a larger low intensity portion with wide distribution for short distance throw. Lenses shall be marked to indicate the top and bottom of the lens.

(b) Battery operated flashing lights shall be self- illuminated by an electric lamp behind the lens. These lights shall also be externally illuminated by reflex-reflective elements built into the lens to enable it to be seen by reflex-reflection of the light from the headlights of oncoming traffic. The batteries must be entirely enclosed in a case. A locking device must secure the case. The light shall have a flash rate of not less than 50 nor more than 60 flashes per minute from minus 30 °C [minus 20 °F] to plus 65 °C [plus 150 °F]. The light shall have an on time of not less than 10 percent of the flash cycle. The light beam projected upon a surface perpendicular to the axis of the light beam shall produce a lighted rectangular projection whose minimum horizontal dimension shall be 5 degrees each side of the horizontal axis. The effective intensity shall not have an initial value greater than 15.0 candelas or drop below 4.0 candelas during the first 336 hours of

continuous flashing. The illuminated lens shall appear to be uniformly bright over its entire illuminated surface when viewed from any point within an angle of 9 degrees each side of the vertical axis and 5 degrees each side of the horizontal axis. The lens shall not be less than 175 mm [7 in] in diameter including a reflex-reflector ring of 13 mm [½ in] minimum width around the periphery. The lens shall be yellow in color and have a minimum relative luminous transmittance of 0.440 with a luminance of 2854° Kelvin. The lens shall be one-piece construction. The lens material shall be plastic and meet the luminous transmission requirements of this specification. The case containing the batteries and circuitry shall be constructed of a material capable of withstanding abuse equal to or greater than 1.21 mm thick steel [No. 18 U.S. Standard Gage Steel]. The housing and the lens frame, if of metal shall be properly cleaned, degreased and pretreated to promote adhesion. It shall be given one or more coats of enamel which, when dry shall completely obscure the metal. The enamel coating shall be of such quality that when the coated case is struck a light blow with a sharp tool, the paint will not chip or crack and if scratched with a knife will not powder. The case shall be so constructed and closed as to exclude moisture that would affect the proper operation of light. The case shall have a weep hole to allow the escape of moisture from condensation. Photoelectric controls, if provided, shall keep the light operating whenever the ambient light falls below 215 lx [20 foot candles]. Each light shall be plainly marked as to the manufacturer's name and model number.

If required by the Resident, certification as to conformance to these specifications shall be furnished based on results of tests made by an independent testing laboratory. All lights are subject to random inspection and testing. All necessary random samples shall be provided to the Resident upon request without cost to the Department. All such samples shall be returned to the Contractor upon completion of the tests.

712.32 Copper Tubing Copper tubing and fittings shall conform to the requirements of ASTM B88M Type A [ASTM B88, Type K] or better.

712.33 Non-metallic Pipe, Flexible Non-metallic pipe and pipe fittings shall be acceptable flexible pipe manufactured from virgin polyethylene polymer suitable for transmitting liquids intended for human or animal consumption.

712.34 Non-metallic Pipe, Rigid Non-metallic pipe shall be Schedule 40 polyvinylchloride (PVC) that meets the requirement of ASTM D1785. Fittings shall be of the same material.

712.341 Metallic Pipe Metallic pipe shall be ANSI, Standard B36.10, Schedule 40 steel pipe conforming to the requirements of ASTM A53 Types E or S, Grade B. End plates shall be steel conforming to ASTM A36/A36M.

Both the sleeve and end plates shall be hot dip galvanized. Pipe sleeve splices shall be welded splices with full penetration weld before galvanizing.

712.35 Epoxy Resin Epoxy resin for grouting or sealing shall consist of a mineral filled thixotropic, flexible epoxy resin having a pot life of approximately one hour at 10°C [50°F]. The grout shall be an approved product suitable for cementing steel dowels into the preformed holes of curb inlets and adjacent curbing. The sealant shall be an approved product, light gray in color and suitable for coating the surface.

712.36 Bituminous Curb The asphalt cement for bituminous curb shall be of the grade required for the wearing course, or shall be Viscosity Grade AC-20 meeting the current requirements of Subsection 702.01 Asphalt Cement. The aggregate shall conform to the requirements of Subsection 703.07. The coarse aggregate portion retained on the 2.36 mm [No. 8] sieve may be either crushed rock or crushed gravel.

The mineral constituents of the bituminous mixture shall be sized and graded and combined in a composite blend that will produce a stable durable curbing with an acceptable texture.

Bituminous material for curb shall meet the requirements of Section 403 - Hot Bituminous Pavement.

712.37 Precast Concrete Slab Portland cement concrete for precast slabs shall meet the requirements of Section 502 - Structural Concrete, Class A.

The slabs shall be precast to the dimension shown on the plans and cross section and in accordance with the Standard Detail plans for Concrete Sidewalk Slab. The surface shall be finished with a float finish in accordance with Subsection 502.14(c). Lift devices of sufficient strength to hold the slab while suspended from cables shall be cast into the top or back of the slab.

712.38 Stone Slab Stone slabs shall be of granite from an acceptable source, hard, durable, predominantly gray in color, free from seams which impair the structural integrity and be of smooth splitting character. Natural color variations characteristic of the deposit will be permitted. Exposed surfaces shall be free from drill holes or indications of drill holes. The granite slabs in any one section of backslope must be all the same finish.

The granite slabs shall be scabble dressed or sawed to an approximately true plane having no projections or depressions over 13 mm [½ in] under a 600 mm [2 ft] straightedge or over 25 mm [1 in] under a 1200 mm [4 ft] straightedge. The arris at the intersection of the top surface and exposed front face shall be pitched so that the arris line is uniform throughout the length of the installed slabs. The sides shall be square to the exposed face unless the slabs are to be set on a radius or other special condition which requires that the joints be cut to fit, but in any case shall be so finished that when the stones are placed side by side no space more than 20 mm [3/4 in] shall show in the joint for the full exposed height.

Liftpin holes in all sides will be allowed except on the exposed face.

SECTION 717
ROADSIDE IMPROVEMENT MATERIAL

717.05 Mulch Binder. Change the third sentence to read as follows:

"Paper fiber mulch may be used as a binder at the rate of 2.3 kg/unit [5 lb/unit]."

Town: **Chain of Ponds- Route 27**
Project: **STP-9691(00)X, 9691.00**
10215.00
Date: **April 14, 2003**

SPECIAL PROVISIONS
SECTION 104
Utilities

MEETING

A Pre-construction Utility Conference, as defined in Subsection 104.4.6 of the Standard Specifications **is** required.

GENERAL INFORMATION

These Special Provisions outline the arrangements that have been made by the Department for utility and/or railroad work to be undertaken in conjunction with this project. The following list identifies all known utilities or railroads having facilities presently located within the limits of this project or intending to install facilities during project construction.

Overview:

Utility/Railroad	Aerial	Underground	Railroad
Central Maine Power Company	X		
Somerset Telephone Company	X	X	

Temporary utility adjustments may be necessary to allow construction to be completed.

All adjustments are to be made by the respective utility/railroad unless otherwise specified herein.

AERIAL

Aerial Utility adjustments are anticipated as part of this project.

Summary:

Utility	Pole Set	New Wires/ Cables	Trans. Wires/ Cables	Remove Poles	Estimated Working Days
Central Maine Power Company	✓	✓	✓	✓	15
Somerset Telephone Company		✓	✓		5
				Total:	20

Central Maine Power Company Dennis Chadbourne 828-2860
CMP has facilities along Project Limits.

Somerset Telephone Company Benjie Ladabour 634-7300
Somerset Telephone Company has facilities along Project Limits.

Town: **Chain of Ponds- Route 27**
Project: **STP-9691(00)X, 9691.00**
10215.00
Date: **April 14, 2003**

Pole List:

Existing Pole #	Existing Station	Left/ Right		Existing Offset	Proposed Station New Alignment	Left/ Right		Proposed Offset	Comments
		LT	RT			LT	RT		
CMP 27/16	29+482		X	21’	29+482		X	25’	CMP Set (Locate behind new ditch line)
CMP 26/15	29+560		X	22’	29+560		X	25’	CMP Set (Locate behind new ditch line)
CMP 23/12	29+782	X		22’	29+782	X		22’	CMP Set (5’ fill-Taller pole)
CMP 11/22/4	29+865	X		22’	29+865	X		22’	CMP Set (15’ fill- new pole)
CMP 21/3/5000/10	29+940	X		24’	29+940	X		21’	CMP Set (3.5’ fill-Taller pole)
CMP 15/5	30+360	X		25’	30+360	X		30’	CMP Set (Locate behind new ditch line)

SAFE PRACTICES AROUND UTILITY FACILITIES

The Contractor shall be responsible for complying with M.R.S.A. Title 35-A, Chapter 7-A Sections 751 - 761 Overhead High-Voltage Line Safety Act. Prior to commencing any work that may come within ten (10) feet of any aerial electrical line; the Contractor shall notify the aerial utilities as per Section 757 of the above act.

When the Contractor or others are involved in activities around any facilities, such as handling highway concrete safety barriers, doing temporary support of utility poles, requesting temporary safety covering of electrical power lines, excavating around underground utilities, etc., the Utilities request that they be notified at least five (10) working days in advance. The advance notice shall allow the utility the opportunity to be in attendance for the protection of their facility as well as promote worker safety

SUBSURFACE

Summary:
Somerset Telephone Company has extensive underground plant within the limits of this project. Somerset Telephone Company require a minimum of a 15 (fifteen) working day prior notice for each full construction area within the limits of this project. The Contractor must use extreme caution during any excavation or blasting operation. The Contractor shall coordinate excavation and blasting activities with Somerset Telephone Company to ensure the underground telephone installations are not harmed during excavation or blasting.
If Somerset Telephone Company's underground facilities needs to be replaced due to extensive blasting or in-the-field design changes, Somerset Telephone Company will require 30 working days to order material, 10 working days for design, 10 working days for installation of the new telephone facility, and 10 working days for splicing.
The Contractor shall coordinate excavation, blasting and any other activities that may harm the existing facilities with Somerset Telephone Company.

BLASTING
In addition to any other notice that may be required, the Contractor shall notify an authorized representative of each utility having plant facilities close to the work site no later than ***FORTY-EIGHT*** hours before the blast. The notice shall state the approximate time of the blast.

DIG SAFE
The Contractor shall be responsible for determining the presence of underground utility facilities prior to commencing any excavation work and shall notify utilities of proposed excavation in accordance with M.R.S.A. Title 23 §3360-A, Maine "Dig Safe" System.

MAINTAINING UTILITY LOCATION MARKINGS
The Contractor will be responsible for maintaining the buried utility location markings following the initial locating by the appropriate utility or their designated representative.

THE CONTRACTOR SHALL PLAN AND CONDUCT HIS WORK ACCORDINGLY

SPECIAL PROVISION
SECTION 105
LEGAL RELATIONS WITH AND RESPONSIBILITY TO PUBLIC
(NPDES)

105.8.2 Permit Requirements This Section is revised by the addition of the following paragraph:

"The Contractor is advised that the Environmental Protection Agency has issued a final National Pollutant Discharge Elimination System (NPDES) General Permit for storm water discharges from construction sites disturbing more than 2 ha [5 acres]. This permit requires:

- Storm Water Pollution Prevention Plan
- Submission of a Notification of Intent (NOI) at least 48 hours before construction commences
- Submission of a Notification of Termination (NOT) when a site has been finally stabilized and all storm water discharges from construction activities are eliminated.

If the project's land disturbances is 2 ha [5 acres] or more, the Department will prepare the plan and submit the NOI (and NOT). The Contractor shall prepare plans and submit NOI's (and NOT's) for regulated construction activities beyond the project limits (e.g., borrow pits).

The Contractor shall be familiar with and comply with these regulations."

Town: Chain of Ponds/Coburn Gore
PIN #: 9691.00,10215.00
Date: January 22, 2003

SPECIAL PROVISION
SECTION 105
General Scope of Work
(Environmental Requirements)

Instream Work shall not be allowed between the dates of 08/16 and 06/14.
(Instream work is allowed from 06/15 to 08/15.)

Stream Name(s) with Station #s: **14+834, 16+349, 18+174, 18+552, 19+647,**

20+770, 20+973, 28+709, 29+326, 29+329

Special Conditions: Culverts at Stations 14+834, 16+349,29+326 and 29+329 shall be embedded 150mm(6") into stream substrate

Instream work consists of any activity conducted below normal high water mark.

All activities are prohibited (including placement and removal of cofferdams) below normal high water during the instream work window restriction, except for the following:

- Work within a sealed and dewatered cofferdam. Maintenance pumping within a sealed cofferdam is also allowed.

No construction activity, whether temporary or permanent, is allowed that completely blocks a river, stream, or brook without providing downstream flow.

The contractor shall abide by all permits and conditions.

SPECIAL PROVISION
SECTION 107
SCHEDULING OF WORK

Replace Section 107.4.2 with the following:

"107.4.2 Schedule of Work Required Within 21 Days of Contract Execution and before beginning any on-site activities, the Contractor shall provide the Department with its Schedule of Work. The Contractor shall plan the Work, including the activity of Subcontractors, vendors, and suppliers, such that all Work will be performed in Substantial Conformity with its Schedule of Work. The Schedule must include sufficient time for the Department to perform its functions as indicated in this Contract, including QA inspection and testing, approval of the Contractor's TCP, SEWPCP and QCP, and review of Working Drawings.

At a minimum, the Schedule of Work shall include a bar chart which shows the major Work activities, milestones, durations, and a timeline. Milestones to be included in the schedule include: (A) start of Work, (B) beginning and ending of planned Work suspensions, (C) Completion of Physical Work, and (D) Completion. If the Contractor Plans to Complete the Work before the specified Completion date, the Schedule shall so indicate.

Any restrictions that affect the Schedule of Work such as paving restrictions or In-Stream Work windows must be charted with the related activities to demonstrate that the Schedule of Work complies with the Contract.

The Department will review the Schedule of Work and provide comments to the Contractor within 20 days of receipt of the schedule. The Contractor will make the requested changes to the schedule and issue the finalized version to the Department."

Special Provision
Section 107
Prosecution and Progress
(Contract Time)

1. The contractor will be allowed to commence work at anytime as long as all applicable plans required under this contract have been submitted and approved.

2. The completion date for this project is July 31, 2004.

3. For every weekday not worked once operations commence, the contractor will be charged $1500.00 in Liquidated Damages (excluding inclement weather days).

4. A 24 hour notice will be required for any changes in the work schedule.

5. The contractor will be limited to one paving operation (excluding hand work) unless otherwise authorized by the Resident.

SPECIAL PROVISION
SECTION 108
RECYCLED ASPHALT PAVEMENT WITH BITUMINOUS ADDITIVE PERFORMANCE GRADED BINDER PRICE ADJUSTMENT

Price adjustments will be based on the variance in costs for the performance graded binder component of recycled asphalt pavement with bituminous additive. They will be determined as follows:

Performance Graded Asphalt Binder The quantity of asphalt cement will be determined by taking the quantity of recycled asphalt pavement with bituminous additive (**M**^{2}) and multiplying by **0.0069** for Item 309.36 times the difference in price in excess of 5 percent between the base price and the period price of asphalt cement. Adjustments will be made upward or downward, as prices increase or decrease.

Recycled Asphalt Pavement with Bituminous Additive The quantity of recycled asphalt pavement with bituminous additive will be determined from field measurements and shown on the progress estimate for each pay period.

Base Price The base price of performance graded binder to be used is the price per standard ton current with the bid opening date. This price is determined by using the average N.E. Barge Price, FOB, as listed in the Asphalt Weekly Monitor.

Period Price The period price of performance graded binder will be determined by the Department by using the average N.E. Barge Price, FOB, listed in the Asphalt Weekly Monitor current with the pay period ending date of the progress estimate.

Route 27 – Coburn Gore, Maine
Project No. AC-STP-102(500)X
October 24, 2002

SPECIAL PROVISION
SECTION 203
EXCAVATION AND EMBANKMENT
(CONTAMINATED SOIL AND GROUNDWATER MANAGEMENT)

General. The work under this specification, shall be performed in conformance with all the procedures and requirements described herein for the following activities: contaminated soil handling, reuse, temporary stockpiling, transportation, storage and disposal; and, contaminated water handling, storage, treatment, and disposal. This specification also addresses contaminated soil location, identification, and classification. The intent of this specification is to ensure that any contaminated soil and/or water encountered during construction will be managed in a manner that protects worker health and safety, public welfare, and the environment.

Environmental Site Conditions. Maine Department of Transportation's (MDOT) Environmental Office (ENV) conducted an environmental contamination assessment along portions of the Route 27 Highway Improvement Project in Coburn Gore, Maine in order to further define and evaluate potential sources of contamination identified during a project environmental screening effort. The results of the screening effort and environmental contamination assessment are recorded and available for review from the Hydrogeologist at the MDOT-Environmental Office in Winthrop, Maine (207-624-3100).

MDOT's-ENV, working with data gathered by the Maine Department of Environmental Protection (MDEP), confirmed that the subsurface area adjacent to a select length of roadway along Route 27 in Coburn Gore is contaminated with petroleum product(s). Based on MDOT-ENV's and MDEP's analysis, contamination from this location extends into the construction area associated with the Route 27 Highway Improvement Project. In light of these findings and given that the Contractor may encounter contaminated soils and ground water at locations that have not been identified, the following procedures and requirements of this Special Provision shall be employed when contaminated soils and/or water are encountered.

Identified Area of Contamination. The MDEP has been actively involved with an environmental study in the Coburn Gore area. This study has focused on the release(s) of petroleum products from two retail petroleum distribution/convenience stores. Subsurface explorations, soil sampling and groundwater analyses indicate that the soil material at depth in this region is contaminated with petroleum product. Given the available data, this location has been designated Area A. The location of Area A is defined as, along Route 27, from approximately MDOT Survey Station 30+660 to MDOT Survey Station 30+800, right and left of centerline. Contamination in Area A appears to be related to the past use and/or storage of gasoline-related petroleum products. Laboratory results of a groundwater samples taken from strategically positioned

monitoring wells in the vicinity of Area A indicate gasoline range organics (GRO) concentrations up to 22,000 ppb. In light of the groundwater data, it is anticipated that comparable levels may be present in the subsurface soils. GRO concentrations at the anticipated levels results in the soils being defined as special waste per State remedial guidelines and as such they will require special handling and/or disposal/treatment during construction.

Identifying and Screening Contaminated Soil and Groundwater. Within the contaminated section designated Area A, excavated soils will be classified by the Engineer (or an MDOT-ENV representative) based on photo-ionization detector (PID) field screening. Field screening with a PID shall be performed according to the Maine Department of Environmental Protection (MDEP) "Jar/Poly Bag Headspace Technique" contained in Appendix Q of *Regulations for Registration, Installation, Operation and Closure of Underground Oil Storage Facilities, Chapter 691* (MDEP 12/24/96) and using MDEP's May 1995 calibration set-points.

The excavated soils shall be classified as Group 1, Group 2, or Group 3.

Group 1 soils shall have photo-ionization detector (PID) field screening measurements will indicate relative concentrations of volatile organic compounds (VOCs) less than or equal to 20 parts per million (ppm) as measured in the soil headspace.

Group 2 soils shall have PID field screening measurements indicating VOC concentrations greater than 20 ppm, less than or equal to 1000 ppm and contain no "petroleum saturated" soils or free-phase petroleum product.

Group 3 soils shall have PID field screening measurements indicating VOC concentrations greater than 1000 ppm or be "petroleum saturated." Analysis to determine "petroleum saturation" shall be performed according to MDEP guidance in *Procedural Guidelines for Establishing Standards for Remediation of Oil Contaminated Soil and Ground Water in Maine* (MDEP, 1/11/95).

Handling and Disposition of Soil Materials. Within identified Area A of Contamination, soil material excavated during construction shall be handled as follows:

Group 1 soils are not considered contaminated. Thus, special handling and disposal are not required for Group 1 soils.

Group 2 soils shall be placed as back fill into the trench/excavation sections of origin. Surplus Group 2 soils that cannot be reused shall be disposed of or treated at a facility licensed by the Maine Department of Environmental Protection to accept petroleum contaminated special waste. Surplus Group 2 soils shall not be removed from the project without approval from the Engineer. Soils

awaiting disposal for more than 8 hours following excavation shall be placed into a secured stockpile area.

Group 3 soils are highly contaminated and must be disposed of or treated at a facility licensed by the Maine Department of Environmental Protection to accept petroleum contaminated special waste. No removal of Group 3 soils from the project shall occur without prior approval by the Engineer. The Contractor shall arrange and undertake disposal of and Group 3 soils (and surplus Group 2 soils) at a landfill or treatment facility licensed by the MDEP to accept petroleum contaminated special waste. The Contractor is responsible for any testing required by the disposal or treatment facility. Group 3 soils that cannot be disposed of within 8 hours of excavation shall be stored in a secured stockpile area. If the Contractor proposes other disposal or treatment options, the Contractor is solely responsible for obtaining the associated permits and approvals from relevant Municipal, State, and Federal agencies at no additional cost to the State.

The Engineer is responsible for signing any manifests or bills of lading required to transport and dispose of contaminated soil. The Engineer will send all manifests to MDOT, Motor Transport Services, Station 26, Augusta, Maine 04333.

Trench and Underdrain/Stormdrain Design in Contaminated Sections. Between Stations 30+660 and 30+780, right and left of centerline, (Area A), solid Option I, non-perforated culvert pipe shall be used instead of perforated underdrain pipe to help prevent the infiltration and transportation of potentially contaminated groundwater within the underdrain/stormdrain system. The Contractor shall backfill around the pipe and trenches in this section with the native soils (exclusive of any Group 3 soils) that are excavated from the trench. To reduce the potential for enhanced contaminant migration, the Contractor shall take care to place the native fine grained (subbase) soil in the bottom of the trench and the existing gravel base material on top. Backfilling of the trench shall be in accordance with Section 206.03. All stones larger than 75 mm (3 inches), frozen lumps, dry chunks of clay, or any other objectionable matter shall be removed before backfilling.

Seepage control dikes (SCD) shall be installed about every 20 m along the stormwater pipe trenches in the areas of concentrated soil contamination and shall include a 20 m buffer at each end. Within Area A, the area of concentrated soil contamination is between Stations 30+660 to 30+780, left of centerline hence the SCD centers should fall at approximately Stations 30+640, 30+660, 30+680, 30+700, 30+720, 30+740, 30+760, 30+780 and 30+800, right and left of centerline plus on both sides of any utility trenches that intersect the drainage trench between Stations 30+660 and 30+780.

The SCDs shall consist of a mineral clay material with a liquid limit of equal to or greater than 24 and a natural moisture content of at least 20 %. The clay should be placed in dry excavations in 150 mm (6 inch) maximum, thick lifts and compacted to 90% of the maximum dry unit weight as determined by AASHTO T99 (Standard Proctor). The seepage control dikes shall be 1.5 meters (5 feet) long, be in intimate contact with the trench floor, trench walls, and circumference of the pipe, and extend up to the bottom of the road base. The excavated existing road base or similar material may be placed on top of the seepage control dikes. The

Contractor shall take care to ensure that no voids or encompassed soil is left beside or beneath the Option I culvert pipe.

Secured Stockpile Area. Should the Contractor temporarily store Group 2 or Group 3 soils at the site for more than 8 hours following excavation, they must be placed into a properly constructed Secured Stockpile Area. The Secured Stockpile Area must be constructed as defined herein and must be approved by the Engineer prior to its use.

Should the Contractor utilize a Secured Stockpile Area, they shall install a continuous one-foot (0.30 m) high compacted soil berm around the Secured Stockpile. The Secured Stockpile shall be placed on a liner of 20-mil polyethylene and securely covered with 20-mil polyethylene. The polyethylene liner and cover shall be placed over the soil berm and be installed to ensure that precipitation water drains directly to the outside of the berm perimeter while leachate from the contaminated soil is retained within the stockpile. The Secured Stockpile and soil berm shall be enclosed within a perimeter of concrete Jersey barriers or wooden barricades. The area within the Jersey barriers or wooden barricades shall be identified as a "restricted area" to prevent unauthorized access to the contaminated soils.

Secured Stockpile Area - Materials.

A. Polyethylene. Polyethylene used for liner in the Secured Stockpile Area shall have a minimum of 20-mil thickness and shall meet the requirements of ASTM D3020.

B. Common Borrow. Fill used in the construction of the Temporary Secured Stockpile Area soil berm shall consist of Common Borrow and meet the requirements of Section 703.18

C. Concrete Barriers or Wooden Barricades. Concrete barriers or Wooden Barricades to form the sides of the Temporary Secured Stockpile Area shall meet the requirements of Section 526 or 652.05.

Health and Safety/Right-to-Know. Contractors and Subcontractors are required to notify their workers of the history of the site and contamination that may be present and to be alert for evidence of contaminated soil and groundwater. The Contractor shall notify the Engineer before commencing any excavation in the area of contamination defined as:

- Area A: Along Route 27, positioned approximately between MDOT Survey Station 30+660 to MDOT Survey Station 30+800, right and left of the roadway centerline

The Contractor shall prepare a site specific Health and Safety Plan (HASP) for its workers and subcontractors who may work in the contaminated areas of the site. A Qualified Health and Safety

Professional shall complete the HASP. The Qualified Health and Safety Professional will be an expert in field implementation of the following federal regulations:

29 CFR 1910.120 or 29 CFR 1926.65	Hazardous Waste Operations and Emergency Response
29 CFR 1910.134	Respiratory Protection
29 CFR 1926.650	Subpart D - Excavations
29 CFR 1926.651	General Requirements
29 CFR 1926.652	Requirements for Protective Systems

The Contractor shall designate a Hazardous Waste Operations "Competent Person" to provide direct on-site supervision plus health and safety monitoring for work in the contaminated sections. The Competent Person shall have certified training and experience in field implementation of the aforementioned regulations.

Workers and subcontractors working in contaminated areas of the site shall be trained in Health and Safety procedures according to the Occupational Safety and Health Administration (OSHA) regulations for Hazardous Waste Operations and Emergency Response, be current in their annual OSHA refresher course, and be medically monitored in compliance with these OSHA regulations.

Work inside contaminated trench sections may be subject to OSHA's permit-required confined space regulations under 29 CFR 1910.146.

Submittals. The Contractor shall submit a site specific Health and Safety Plan (HASP) to the Engineer at least two weeks in advance of any excavation work on the project.

Health and Safety Monitoring. Within the contaminated areas of the project, the Contractor's designated Competent Person shall monitor the worker breathing zone for those constituents specified in the Contractor's HASP. The Contractor shall provide all required health and safety monitoring equipment.

Dewatering. MDOT does not expect that the excavations in the impacted area (e.g., Area A) will encounter ground water. However, if ground water is encountered and its removal is necessary to complete the work, it will be treated as "contaminated" water. The Contractor shall inform the Engineer before any dewatering commences. The "contaminated" water shall be pumped into a temporary holding tank(s). The

Contractor will be responsible for the procurement of any holding tank(s). The Contractor in accordance with applicable Federal, State and local regulatory requirements shall undertake any testing, treatment and/or disposal of the stored, contaminated water.

On-Site Water Storage Tanks - Materials. If dewatering within the identified contaminated areas becomes necessary, the holding tanks used for temporary storage of contaminated water pumped from excavations shall be contamination-free and have a minimum capacity of 7,500 liters (2,000 gallons).

Dust Control. The Contractor shall employ dust control measures to minimize the creation of airborne dust during construction process in potentially contaminated areas. As a minimum, standard dust control techniques shall be employed where heavy equipment and the public will be traveling. These may include techniques such as watering-down the site or spreading hygroscopic salts.

Unanticipated Contamination. If the Contractor encounters previously undiscovered contamination or potentially hazardous conditions related to contamination, the Contractor shall suspend work and secure the area. The contractor will then notify the Engineer immediately. These potentially hazardous conditions include, but are not limited to, buried containers, drums, tanks, "oil saturated soils", strong odors, or the presence of petroleum sufficient to cause a sheen on the groundwater. The area of potential hazard shall be secured to minimize health risks to workers and the public; and to prevent a release of contaminants into the environment. The Engineer (or MDOT's -NV representative) will evaluate the potential source(s) of the suspected contamination. As appropriate, the Engineer (or MDOT's-ENV representative) will notify the Maine Department of Environmental Protection's Response Services in Augusta and MDOT's Environmental Office. The local Fire Department and the Maine Fire Marshall's Office must also be notified prior to removal of buried storage tanks and associated piping. The Contractor will evaluate the impact of the hazard on construction, amend the HASP if necessary, and with the Engineer's approval, recommence work in accordance with the procedures of this Special Provision.

Method of Measurement. There will be no measurement for identification and environmental screening of contaminated soil material (this will be done by the Engineer or MDOT-ENV representative).

There will be no measurement for installation of the seepage control dikes. The seepage control dikes are considered incidental to installation of the subsurface drainage system in AREA A.

Excavation of Group 1, Group 2 and Group 3 soils shall be measured as common excavation as defined in Section 203, Excavation and Embankment, in the Standard Specification.

Measurement for the development of a Health and Safety Plan (HASP) and providing health and safety equipment and personnel shall be by the lump sum.

Measurement for the following items shall be according to Subsection 109:04 ("Change Order"/Force Account): Construction of a Temporary Secured Stockpile Area for Group 3 contaminated soils and other contaminated materials designated by the Engineer, transport of Group 3 soils to the Temporary Stockpile Area, placing and stockpiling of contaminated soil material at the Temporary Secured Stockpile Area, disposal, including laboratory testing of Group 3 soils, management of contaminated water and treatment or disposal of any contaminated water.

Basis of Payment. There will be no payment for the identification and environmental screening of contaminated soil material (this will be done by the Engineer or MDOT-ENV representative).

There will be no payment for installation of the seepage control dikes. The seepage control dikes are considered incidental to installation of the storm water drainage system in AREA A.

Payment for the excavation of Group 1, Group 2 and Group 3 soils shall be as common excavation as defined in Section 203, Excavation and Embankment, in the Standard Specification.

Payment for the development of a Health and Safety Plan (HASP) and providing health and safety equipment and personnel shall be by the lump sum.

Payment for the following items shall be according to Subsection 109:04 ("Change Order"/Force Account): Construction of a Temporary Secured Stockpile Area for Surplus Group 2 and Group 3 contaminated soils and other contaminated materials designated by the Engineer, transport of Surplus Group 2 and Group 3 soils to the Temporary Stockpile Area, placing and stockpiling of contaminated soil material at the Temporary Secured Stockpile Area, any disposal costs including laboratory testing of Surplus Group 2 and Group 3 soils including laboratory testing of Group 3 soils, management of contaminated water and treatment or disposal of any contaminated water.

Pay Item		Pay Unit
203.2312	Health and Safety Plan (HASP)	L.S.

SPECIAL PROVISION
SECTION 309
FULL DEPTH RECYCLED PAVEMENT
(With Foamed Asphalt)

309.01 Description This work shall consist of pulverizing a portion of the existing roadway structure into a homogenous mass, treating the pulverized material with the foamed asphalt process, and the placing and compacting of this material to the lines, grades, and dimensions shown on the plans or established by the Resident.

MATERIALS

309.02 Pulverized Material Pulverized material shall consist of a portion, or the entire existing bituminous pavement and, if specified, a designated portion of the underlying gravel, pulverized and blended into a homogenous mass. Pulverized material will be processed to 100 percent passing a 50 mm [2 in] square mesh sieve.

309.021 New Aggregate and Additional Recycled Material New aggregate, if required by the contract or job mix, shall meet the requirements of Section 411.02 Untreated Aggregate Surface Course.

Recycled material shall consist of material from the project or from off-site stockpiles that have been processed, prior to use, to 100 percent passing a 50 mm [2 in] square mesh sieve. The Resident shall conditionally accept recycled material at the source; it shall be free of winter sand, granular fill, construction debris, and other materials not generally considered to be bituminous pavement.

309.022 Asphalt Binder The asphalt binder used in the foamed asphalt process shall be Performance Grade 64-28 meeting the requirements of Section 702.01.

309.023 Portland Cement The portland cement shall be Type I or II meeting the requirements of AASHTO M85-89.

309.024 Lime Lime for soil stabilization shall meet the requirements of AASHTO M216.

309.025 Crusher Dust Crusher dust, if required by the job mix, shall be free from friable or deleterious material, including excessive mica, and shall meet the following gradation requirements:

Sieve Size	Percent Passing
12.5 mm [1/2 in]	100
0.075 mm [No. 200]	10 - 15

Water Water shall be clean and free from deleterious concentrations of acids, alkalis, salts or other organic or chemical substances.

EQUIPMENT

309.03 Pulverizer The modified milling or recycling machine shall be a Wirtgen Model WR2500, Caterpillar Model RR350, or equal, and, as a minimum, shall have the following features:

A. A minimum power capability of 600 horsepower;
B. Where the recycling depth exceeds 250 mm [10 in], the effective volume of the mixing chamber shall be increased in relation to the depth of cut;
C. Two microprocessor-controlled systems, complete with 2 independent pumping systems and spraybars, to regulate the application of foamed bitumen stabilizing agent, separate from water (for increasing the moisture content of the recycled material), in relation to the forward speed and mass of the material being recycled;
D. Two spraybars shall each be fitted with self-cleaning nozzles at a maximum spacing of one nozzle for each 155 mm [6 in] width of the chamber;
E. The foamed bitumen shall be produced at the spraybar in individual expansion chambers into which both hot bitumen and water are injected under pressure through individual and separate small orifices that promote atomization. The rate of addition of water into hot bitumen shall be kept at a constant (percentage by mass of bitumen) by the same microprocessor;
F. An inspection (or test) nozzle shall be fitted at one end of the spraybar that produces a representative sample of foamed bitumen;
G. An electrical heating system capable of maintaining the temperature of all bitumen flow components above 150°C [300°F];
H. A single bitumen feed pipe installed between the modified milling or recycling machine and the supply tanker. Circulating systems that incorporate a return pipe to the supply tanker shall not be used;
I. The operator cabin shall be variable from right to left;
J. A printer shall be included to record amounts of materials used.
K. The recycler shall be fitted with a front breaker bar system to ensure that the reclaimed material is broken down to the sizing outlined in 309.02.

In addition to the above features, it is an essential part of this specification that the recycler be capable of exactly reproducing the foaming characteristics produced by the foam lab, to ensure compliance with the mix design as well as correct dispersion of the foamed asphalt. To ensure that the recycling process in the field reproduces the lab mix design, the recycler shall be fitted with the same type of foam expansion chambers as the lab foaming unit.

309.04 Liquid Mixer Unit or Distributor Only tankers with a capacity exceeding 10,000 L [2500 gal] shall be used to supply the recycling machine with bitumen. Each tanker shall be fitted with two recessed pin-type tow hitches, one in front and the other behind, thereby allowing the tanker to be pushed from behind by the recycling machine, and to push a water tanker in front. No leaking tanker will be permitted on the job site. In addition, each tanker shall be equipped with the following:

A. A thermometer to show the temperature of the contents in the bottom third of the tank;
B. A rear feed valve, with a minimum internal diameter of 75 mm [3 in], capable of draining the contents of the tank when fully opened;
C. Insulation to retain heat; and

D. A calibrated dipstick marked at intervals of no more than 100 L [25 gal], for measuring the contents of the tank.

309.05 Placement Equipment Placement of the full depth recycled material to the required slope and grade shall be done with an approved highway grader or by another method approved by the Resident.

309.06 Rollers The full depth recycled material shall be rolled with a vibratory pad/tamping foot roller, a vibratory steel drum soil compactor and a Type II pneumatic tire roller. The pad/tamping foot roller drum shall have a minimum of 112 tamping feet 73 mm [3 in] in height and a minimum contact area per foot of 110 cm^2 [17 in^2]. The vibratory steel drum roller shall have a minimum 2.15 meter [84 in] width single drum. The pneumatic tire roller shall meet the requirements of Section 401.10 and the minimum allowable tire pressure shall be 586 kPa [85 psi].

MIX DESIGN

The Department will supply a mix design for the foamed asphalt based on test results from pavement and soil analysis taken to the design depth. The mix design, including the determination of optimum foaming characteristics of the asphalt binder, will be carried out using a Wirtgen WLB10 Foamed Bitumen Laboratory. The Department will provide the following information prior to construction:

1. Percent of bitumen to be used.
2. Percent of water to be used in the foaming process.
3. Quantity (if any) of crusher dust to be used.
4. Quantity of lime or cement to be added.
5. Optimum moisture content for proper compaction and dispersion of foamed asphalt.
6. Additional aggregate (if required).

After a test strip has been completed, it may be necessary for the Resident to make adjustments to the design water and/or additive quantities being incorporated into the reclaim material.

CONSTRUCTION REQUIREMENTS

309.07 Pulverizing The entire depth of existing pavement on the travel way shall be pulverized together with approximately 50 mm [2 in] of the underlying gravel into a homogeneous mass.

All pulverizing shall be done with equipment that will provide a homogeneous mass of pulverized material, processed in-place, which will pass a 50 mm [2 in] square mesh sieve.

309.08 Weather Limitations When foamed asphalt is used, full depth recycled work shall not be performed when the atmospheric temperature is below 10°C [50^0F], during wet conditions, or when weather conditions are such that proper pulverizing, adding and mixing foamed asphalt are unfavorable to proper construction procedure, or compaction of the pulverized material cannot be accomplished. Spreading of lime or cement on the roadway ahead of the recycling machine will not be allowed when windy conditions adversely affect the operation.

309.09 Surface Tolerance The completed surface of the full depth recycled course shall be shaped and maintained to a tolerance, above or below the required cross sectional shape, of 10 mm [3/8 in].

309.10 Full Depth Recycling Procedure If required by the mix design in order to achieve proper dispersion of the foamed asphalt, a uniform layer of crusher dust shall be spread over the full width of the roadway. The material shall then be pulverized, processed, and blended into a homogeneous mass passing a 50 mm [2 in] square mesh sieve. Material found not pulverized down to a 50mm [2 in] size will be required to be reprocessed by the recycler with successive passes until approved by the Resident.

The material shall then be shaped to the cross-slope and grade shown on the plans, typicals, or as directed by the Resident. New aggregate or recycled pavement meeting the requirements of Section 309.021 - New Aggregate and Recycled Material, of this Special Provision, shall be added as necessary to restore cross-slope and/or grade. Locations will be shown on the plans or described in the construction notes; the Resident may add other locations while construction of the project is in progress. The Contractor will use recycled pavement to the extent it is available, in lieu of new aggregate.

The dry stabilizing agents (lime or cement) shall be spread uniformly over the full width of roadway to be recycled prior to each pass of the recycling machine, in a continuous process, either by means of a mechanical spreader or by hand. Dry stabilizing agents shall be spread at the prescribed rate of application provided by the Department. Foamed asphalt shall be incorporated into the material to a depth determined by the pavement design. These additives shall then be uniformly blended into a homogeneous mass until an apparent uniform distribution has occurred. The Resident may adjust the rate of application as necessary. The resultant material shall be graded and compacted to the cross-slope and profile shown on the plans or as directed by the Resident. The Contractor will also be responsible for re-establishing the existing profile grade.

Asphalt binder shall be added to the milling or recycling process by pumping from a mobile bulk tanker that is pushed from behind by the recycling machine. Tankers shall be equipped with a built-in thermometer to ensure that the bituminous stabilizing agent is maintained at 180°C $\pm$ 5°C [350°F $\pm$ 10°F]. Bitumen that has been heated above 220°C [425°F] shall not be used for producing foamed bitumen and shall be removed from the site. The system employed to add the foamed asphalt to the recycling process shall conform to the equipment requirements specified in these Special Provisions. The Contractor shall verify bituminous stabilizing agent (asphalt) usage quantities by measuring tanker volume every 300 meters [1000 ft] recycled. At the end of each workday the measurements shall be reported to the Resident.

Sufficient water shall be added during the recycling process to meet the moisture requirements as specified. Water shall be added only by means of the microprocessor control system on the recycling machine and care shall be taken to prevent excessive wetting.

Test strip The contractor shall assemble all items of equipment for the recycling operation on the first day of the foamed asphalt work. The Contractor shall construct a test strip for the project at a location approved by the Resident. The contractor shall have on site a pavement engineer expert in foamed asphalt work to control the test strip, advise on suitability of mixed material, bitumen dispersion within the mixed material, moisture control within the mixed material, compaction and surface finish. The test strip section is required to:

A. Demonstrate that the equipment and processes can produce recycled layers to meet the requirements specified in these special provisions;
B. Determine the effect on the grading of the recycled material by varying the forward speed of the recycling machine and the rotation rate of the milling drum; and;
C. Determine the sequence and manner of rolling necessary to obtain the minimum compaction requirements.

The test strip shall be at least 100 m [330 ft] in length of a full lane-width (or a half-road width).

The Contractor shall repeat the test strip process until parameters of the material properties conform to the requirements specified herein and as directed by the Resident. If a test strip fails to meet the requirements outlined in this Special Provision, the contractor will be required to take corrective action to remedy the test strip defect to the satisfaction of the Resident at no additional cost to the Department. The repeated process of the test strip construction shall be done at the Contractor's expense. The corrective method shall be determined by the Contractor, as directed by the Resident.

Density of the recycled material will be determined by the Department using the nuclear method. After the test strip has been pulverized, the foamed asphalt added and mixed, and the roadway brought to proper shape, it will be rolled as directed until the nuclear density readings show an increase in dry density of less than 16 kg/m^3 [1 pcf] for the final four roller passes. This density will be used as the target density for the recycled material. The remaining full depth recycled material shall be compacted to a minimum density of 98% of the target density as determined in the control section.

After compaction, the roadway surface shall be treated with a light application of water, and rolled with pneumatic-tired rollers to create a close-knit texture. The finished layer shall be free from:

A. Surface laminations,
B. Segregation of fine and coarse aggregate, and
C. Corrugations or any other defects that may adversely affect the performance of the layer.

The Contractor shall protect and maintain the recycled layer until the next layer or surfacing is applied. Frequent light watering shall be performed to prevent the surface from drying out. Any damage or defects in the layer shall be repaired immediately as directed by the Resident. An even and uniform surface shall be maintained. Repairs and maintenance for the recycled layers during, and after the curing period has elapsed, resulting from damage caused by traffic, weather or environmental conditions, or resulting from damage caused by the Contractor’s operations or equipment, shall be completed at no additional cost to the Department. Any repair methods shall be subject to approval by the Resident prior to any repairs being made.

309.11 Miscellaneous No new pavement shall be placed on the full depth recycled pavement until a curing period of **36 hours** has elapsed.

309.12 Method of Measurement Full Depth recycled material (with Foamed Asphalt) will be measured by the square meter. Materials added to restore grade and/or cross-slope in areas not shown on the plans or described in the construction notes shall be measured in vehicles at the point of delivery or by some other method mutually agreeable to the Contractor and the Resident.

309.13 Basis of Payment The accepted quantity of Full Depth Recycled Pavement with Foamed Asphalt shall be paid for at the contract unit price per square meter, complete in-place to the specified limits, which price shall be full compensation for furnishing all equipment and labor for pulverizing, blending, placing, grading, compacting and for all incidentals necessary to complete the work including asphalt binder, water, portland cement, lime, and crusher dust.

Adding materials to restore grade and/or cross-slope in areas shown on the plans or described in the construction notes will not be paid separately; this work will be considered incidental to the item. Adding materials in areas not shown on the plans or described in the construction notes will be paid under the appropriate contract item.

Payments will be made under:

Pay Item	Pay Unit
309.33 Full Depth Recycled Pavement With Foamed Asphalt 3in (75mm) depth	Square Meter (SY)
309.34 Full Depth Recycled Pavement With Foamed Asphalt 4in (100mm) depth	Square Meter (SY)
309.35 Full Depth Recycled Pavement With Foamed Asphalt 5in (125mm) depth	Square Meter (SY)
309.36 Full Depth Recycled Pavement With Foamed Asphalt 6in (150mm) depth	Square Meter (SY)

SPECIAL PROVISION
SECTION 309
FULL DEPTH RECYCLED PAVEMENT
(with foamed asphalt)

Mix Design

The Full Depth Recycled Asphalt Pavement and Granular Base on this project will be treated with the following material proportions:

IN CONJUCTION WITH RECLAIMED ASPHALT PAVEMENT

PG 64-28 asphalt binder	2.5 %
Water needed to ensure proper foaming	3 %
Portland cement (Type I or II)	3 %

GRANULAR MATERIAL ONLY

PG 64-28 asphalt binder	3.5 %
Water needed to ensure proper foaming	3 %
Portland cement (Type I or II)	3 %

The optimum moisture content for compaction shall be determined by the Department using samples obtained from the pulverized material prior to addition of the foamed asphalt, by means of AASHTO T 180, Method D.

The Department will compensate the Contractor in accordance with Section 109.7.5 - Force Account, paragraph B. Materials, if the Departments mix design requirements for Full Depth Recycled Pavement with Foam Asphalt exceeds the 2.5 percent for added asphalt in "Reclaimed Asphalt Pavement" areas and 3.5 percent asphalt in "Granular Material" areas, or the 3.0 percent for added Portland cement. Adjustments in water content exceeding the initial targets shall not be paid for directly, but shall be incidental to Item 309.30.

October 21, 2002

SPECIAL PROVISION
SECTION 401
HOT MIX ASPHALT PAVEMENT

Section 401 - Hot Mix Asphalt Pavement, subsection 401.222 Pay Factor (PF) (Methods A and B), paragraph 1 through 3, has been deleted and replaced with the following revision. These revisions will remain in effect for all Hot Mix Asphalt Pavements to be placed in calendar year 2003.

All Hot Mix Asphalts Pavements to be placed in calendar year 2004 will be governed by the limits outlined in Section 401, subsection 401.222 of the Standard Specifications.

"401.222 Pay Factor (PF) (Methods A and B) The Department will use density, Performance Graded Asphalt Binder content, voids @$N_{d,}$ VMA, VFB, F/B^{e}, and the screen sizes listed in Table 10 for the type of HMA represented in the JMF. The Department will evaluate materials using the following price adjustment factors under Section 106.7 - Quality Level Analysis.

The Department will apply price adjustments to the appropriate Hot Mix Asphalt Pavement pay items. Price adjustments shall be applied based on test results for each lot. If any pay factor for any single property (or composite gradation) falls below 0.85, the Contractor shall shut down the HMA plant. If any single pay factor for PGAB Content, VMA, or Air Voids falls below 0.75 for Method A or 0.83 for Method B, the composite pay factor for PGAB Content, VMA, and Air Voids shall be 0.55 for Method A or 0.70 for Method B.

If the pay factor for Density falls below 0.75 for Method A or 0.83 for Method B, all of the cores will be randomly recut by Sublot. A new pay factor will be calculated that combines all initial and retest results. If the resulting pay factor is below 0.75 for Method A or below 0.83 for Method B, the entire Lot shall be removed and replaced with material meeting the specifications at no additional cost to the Department. Pay factors equal to or greater than the reject level will be paid accordingly."

Chain Of Ponds
Colburn Gore
STP-9691(500)X
AC-STP-1021(500)X
CHIP, Foamed Asphalt Treatment
Route 27
April 7, 2003

SPECIAL PROVISION
SECTION 403
HOT MIX ASPHALT OVERLAY

Desc. of Course	Grad. Design	Item Number	Bit Cont. % of Mix	Total Thick	No. Of Layers	Comp. Notes
			Full Construction and Foamed Asphalt Treated Areas Mainline Travelway			
Wearing	9.5mm	403.210	N/A	30mm	1	4,7,22
Base	9.5mm	403.210	N/A	30mm	1	4,7,
			Full Construction and Foamed Asphalt Treated Areas Shoulders			
Wearing	9.5mm	403.210	N/A	30-20mm	1	4,7,22
Base	9.5mm	403.210	N/A	30-20mm	1	4,7
			Overlay Areas Mainline Travelway and Shoulders			
Wearing	9.5mm	403.210	N/A	30mm	1	4,7
Shim	9.5mm	403.211	N/A	variable	1/more	2,4,9,10
			Existing Gravel Shoulder Areas			
Wearing	9.5mm	403.210	N/A	30-20mm	1	4,7
Base	9.5mm	403.210	N/A	30mm	1	4,7
			Drives, Misc.			
Wearing	9.5mm	403.209	N/A	50mm	1/more	2,3,9,13

COMPLEMENTARY NOTES

2. The density requirements are waived.
3. The design traffic level for mix placed shall be <0.3 million ESALS.
4. The design traffic level for mix placed shall be 0.3 to <3 million ESALS. The design, verification, Quality Control, and Acceptance tests for this mix will be performed at **50 gyrations.**
7. Section 106.6 Acceptance, (1) Method A.
9. Section 106.6 Acceptance, (2) Method C.
10. A **"FINE"** 9.5 mm mix with a gradation above or through the restricted zone shall be used for this item.
13. A mixture meeting the requirements of section 703.09 Grading 'D', with a minimum PGAB content of 6%, and the limits of Special Provision 401, Table 9 (Drives and Sidewalks) for PGAB content and gradation may be substituted for this item. A job mix formula shall be submitted to the department for approval.
22. The final pavement surface shall be evaluated for smoothness in accordance with the Standard Specifications, revision of December 2002, Section 402 - Pavement Smoothness.

Chain Of Ponds
Colburn Gore
STP-9691(500)X
AC-STP-1021(500)X
CHIP, Foamed Asphalt Treatment
Route 27
April 7, 2003

Tack Coat

A tack coat of emulsified asphalt, RS-1 or HFMS-1, Item #409.15 shall be applied to any existing pavement and the **Foamed Asphalt surface** at a rate of approximately 0.08 L/m², and on milled pavement approximately 0.2 L/m², prior to placing a new course. A fog coat of emulsified asphalt shall be applied between shim / intermediate course and the surface course, at a rate not to exceed 0.08 L/m².

Tack used between new layers of pavement will be paid for at the contract unit price for Item 409.15 Bituminous Tack Coat.

SPECIAL PROVISION
SECTION 635
PREFABRICATED BIN TYPE RETAINING WALL
(Concrete Bin Type Retaining Wall, Closed Face)

The following replaces Section 635 in the Standard Specifications:

Description This work shall consist of the construction of a Concrete Bin Type Retaining Wall, Closed Face in accordance with these specifications and in reasonably close conformance with the lines and grades shown on the plans, or established by the Resident.

Included in the scope of the Concrete Bin Type Retaining Wall, Closed Face construction are**:** all grading necessary for wall construction, excavation, any shoring and dewatering required to support the excavation, compaction of the wall foundation, backfill, construction of leveling pads, and segmental unit erection.

The prefabricated modular wall design shall follow the general dimensions of the wall envelope shown in the contract plans. The top of the leveling pad shall be located at or below the theoretical leveling pad elevation. The minimum wall embedment shall be at or below the elevation shown on the plans. The top of the face panels shall be at or above the top of the panel elevation shown on the plans.

The Contractor shall require the design-supplier to supply an on-site, qualified experienced technical representative to advise the Contractor concerning proper installation procedures. The technical representative shall be on-site during initial stages of installation and thereafter shall remain available for consultation as necessary for the Contractor or as required by the Resident. The work done by this representative is incidental.

Materials Materials shall meet the requirements of the following subsections of Division 700 - Materials:

Gravel Borrow	703.20
Preformed Expansion Joint Material	705.01
Reinforcing Steel	709.01
Structural Precast Concrete Units	712.061
Drainage Geotextile	722.02

The Contractor is cautioned that all of the materials listed are not required for every Concrete Bin Type Retaining Wall, Closed Face. The Contractor shall furnish the Resident a Certificate of Compliance certifying that the applicable materials comply with this section of the specifications. Materials shall meet the following additional requirements:

Concrete Units

Tolerances In addition to meeting the requirements of 712.061, all prefabricated units shall be manufactured with the following tolerances. All units not meeting the listed tolerances will be rejected.

1. All dimensions shall be within (edge to edge of concrete) 5 mm [±3/16 in].
2. Squareness. The length differences between the two diagonals shall not exceed 8 mm [5/16 in].
3. Surface Tolerances. For steel formed surfaces, and other formed surface, any surface defects in excess of 2 mm [.08 in] in 1.2 m [4 ft] will be rejected. For textured surfaces, any surface defects in excess of 8 mm [5/16 in] in 1.5 m [5 ft] shall be rejected.

Joint Filler (where applicable) Joints shall be filled with material approved by the Resident and supplied by the approved prefabricated modular wall supplier. A 100 mm [4 in] wide, by 13 mm [½ in] preformed expansion joint filler shall be placed in all horizontal joints between facing units. In all vertical joints, a space of 6 mm [¼ in] shall be provided. All Preformed Expansion Joint Material shall meet the requirements of subsection 502.03.

Woven Drainage Geotextile Woven drainage geotextile 300 mm [12 in] wide shall be bonded with an approved adhesive compound to the back face, covering all joints between units, including joints abutting concrete structures. Geotextile seam laps shall be 150 mm [6 in] minimum. The fabric shall be secured to the concrete with an adhesive satisfactory to the Resident. Dimensions may be modified per the wall supplier's recommendations, with written approval of the Resident.

Concrete Shear Keys (where applicable) Shear keys shall have a thickness at least equal to the precast concrete stem.

Concrete Leveling Pad Cast-in-place concrete shall be Class A concrete conforming to the requirements of Section 502 Structural Concrete. The horizontal tolerance on the surface of the pad shall be 6 mm [¼ in] in 3 m [10 ft]. Dimensions may be modified per the wall supplier's recommendations, with written approval of the Resident.

Backfill and Bedding Material Bedding and backfill material placed behind and within the reinforced concrete modules shall be gravel borrow conforming to the requirements of Section 703.20. The backfill materials shall conform to the following additional requirements: the plasticity index (P.I.) as determined by AASHTO T90 shall not exceed 6. Compliance with the gradation and plasticity requirements shall be the responsibility of the Contractor, who shall furnish a copy of the backfill test results prior to construction.

The backfilling of the interior of the wall units and behind the wall shall progress simultaneously. The material shall be placed in layers not over 200 mm [8 in] in depth, loose measure, and thoroughly compacted by mechanical or vibratory compactors. Puddling for compaction will not be allowed.

Materials Certificate Letter The Contractor, or the supplier as his agent, shall furnish the Resident a Materials Certificate Letter for the above materials, including the backfill material, in accordance with Section 700. A copy of all test results performed by the Contractor or his supplier necessary to assure contract compliance shall also be furnished to the Resident. Acceptance will be based upon the materials Certificate Letter, accompanying test reports, and visual inspection by the Resident.

Design Requirements The Concrete Bin Type Retaining Wall, Closed Face shall be designed by a Professional Engineer. The design to be performed by the wall system supplier shall be in accordance with AASHTO Standard Specifications for Highway Bridges, current edition, except as required herein. Thirty days prior to beginning construction of the wall, the design computations shall be submitted to the Resident for review by the Department. The design by the wall system supplier shall consider the stability of the wall as outlined below:

(a) Safety Factors. The minimum factors of safety shall be as follows:

1. Overturning: 2.0
2. Sliding: 1.5
3. Stability of temporary construction slope: 1.2
4. Ultimate bearing capacity: 2.0
5. Pullout Resistance 1.5

(b) Backfill and Wall Unit Soil Parameters. For overturning and sliding stability calculations, earth pressure shall be assumed acting on a vertical plane rising from the back of the lowest wall stem. For overturning, the unit weight of the backfill within the wall units shall be limited to 1602 kg/m^3 [100 pcf]. For sliding analyses, the unit weight of the backfill within the wall units can be assumed to be 1922 kg/m^3 [120 pcf]. Both analyses may assume a friction angle of 34 degrees for backfill within the wall units.

These unit weights and friction angles are based on a wall unit backfill meeting the requirements for select backfill in this specification. Backfill behind the wall units shall be assumed to have a unit weight of 1922 kg/m^3 [120 pcf] and a friction angle of 30 degrees. The friction angle of the foundation soils shall be assumed to be 30 degrees unless otherwise noted on the plans.

(c) Internal Stability. Internal stability of the wall shall be demonstrated using accepted methods, such as Elias' Method, 1991. Shear keys shall not contribute to pullout resistance. Soil-to-soil frictional component along stem shall not contribute to pullout resistance. The failure plane used to determine pullout resistance shall be found by the Rankine theory only for vertical walls with level backfills. When walls are battered or with backslopes > 0 degrees are considered, the angle of the failure plane shall be per Jumikus Method. For computation of pullout force, the width of the backface of each unit shall be no greater than 1.37 m [4.5 ft]. A unit weight of the soil inside the units shall be assumed no greater than 1922 kg/m^3 [120 pcf] when computing pullout. Coulomb may be used.

(d) External loads which affect the internal stability such as those applied through piling, bridge footings, traffic, slope surcharge, hydrostatic and seismic loads shall be accounted for in the design.

(e) The actual applied bearing pressures under the prefabricated concrete modular block wall shall be clearly indicated on the design drawings.

(f) Stability during Construction. The factors of safety to be used for stability during construction stages shall be the same factors used for the design of the wall.

(g) Hydrostatic forces. Unless specified otherwise, when a design high water surface is shown on the plans at the face of the wall, the design stresses calculated from that elevation to the bottom of wall must include a 0.9 meter [3 ft] minimum differential head of saturated backfill. In addition, the buoyant weight of saturated soil shall be used in the calculation of pullout resistance.

(h) Design Life. Design life shall be in accordance with AASHTO requirements.

(i) Not more than two vertically consecutive units shall have the same stem length, or the same unit depth. Walls with units with extended height curbs shall be designed for the added earth pressure. A separate computations for pullout of each unit with extended height curbs, or extended height coping, shall be prepared and submitted in the design package described above.

Submittals The Contractor shall supply wall design computations, wall details, dimensions, quantities, and cross sections necessary to construct the wall. Thirty days prior to beginning construction of the wall, the design computations and wall details shall be submitted to the Resident for review. The fully detailed plans shall be prepared in conformance with Section 105.7 - Working Drawings and shall include, but not be limited to the following items:

I. A plan and elevation sheet or sheets for each wall, containing the following: elevations at the top of leveling pads, the distance along the face of the wall to all steps in the leveling pads, the designation as to the type of prefabricated module, the distance along the face of the wall to where changes in length of the units occur, the location of the original and final ground line.
II. All details, including reinforcing bar bending details, shall be provided. Bar bending details shall be in accordance with Department standards.
III. All details for foundations and leveling pads, including details for steps in the leveling pads, as well as allowable and actual maximum bearing pressures shall be provided.
IV. All prefabricated modules shall be detailed. The details shall show all dimensions necessary to construct the element, and all reinforcing steel in the element.
V. The wall plans shall be prepared and stamped by a Professional Engineer. Four sets of design drawings and detail design computations shall be submitted to the Resident.

VI. Four weeks prior to the beginning of construction, the contractor shall supply the Resident with two copies of the design-supplier's Installation Manual. In addition, the Contractor shall have two copies of the Installation Manual on the project site.

CONSTRUCTION REQUIREMENTS

Excavation The excavation and use as fill disposal of all excavated material shall meet the requirements of Section 203 - Excavation and Embankment, except as modified herein.

Foundation The area upon which the modular gravity wall structure is to rest, and within the limits shown on the submitted plans, shall be graded for a width equal to, or exceeding, the length of the module. Prior to wall and leveling pad construction, this foundation material shall be compacted to at least 95 percent of maximum laboratory dry density. Frozen soils and soils unsuitable or incapable of sustaining the required compaction, shall be removed and replaced.

A concrete leveling pad shall be constructed as indicated on the plans. The leveling pad shall be cast to the design elevations as shown on the plans, or as required by the wall supplier upon written approval of the Resident. Allowable elevation tolerances are +3 mm [+0.01 ft] and -6 mm [-0.02 ft] from the design elevations. Leveling pads which do not meet these requirements shall be repaired or replaced as directed by the Resident at no additional cost to the Department. Placement of wall units may begin after 24 hours curing time of the concrete leveling pad.

Method and Equipment Prior to erection of the prefabricated modular wall, the Contractor shall furnish the Resident with detailed information concerning the proposed construction method and equipment to be used. The erection procedure shall be in accordance with the manufacturer's instructions. Any precast units that are damaged due to handling will be replaced at the Contractor's expense.

Installation of Wall Units A field representative from the wall system being used shall be available, as needed, during the erection of the wall. The services of the representative shall be at no additional cost to the project. Vertical and horizontal joint fillers shall be installed as shown on the plans.

The maximum offset in any unit joint shall be 20 mm [3/4 in]. The overall vertical tolerance of the wall, plumb from top to bottom, shall not exceed 12 mm per 3 m [1/2 in per 10 ft] of wall height. The prefabricated wall units shall be installed to a tolerance of plus or minus 20 mm in 3 m [3/4 inch in 10 ft] in vertical alignment and horizontal alignment.

Select Backfill Placement Backfill placement shall closely follow the erection of each row of prefabricated wall units. The Contractor shall decrease the lift thickness if necessary to obtain the specified density. The maximum lift thickness shall be 200 mm [8 in] (loose). Gravel borrow backfill shall be compacted in accordance with Subsection 203.12 except that the minimum required compaction shall be 90 percent of maximum density as determined by AASHTO T180 Method C or D. Backfill compaction shall be accomplished without

disturbance or displacement of the wall units. Sheepsfoot rollers will not be allowed. Whenever a compaction test fails, no additional backfill shall be placed over the area until the lift is recompacted and a passing test achieved.

The moisture content of the backfill material prior to and during compaction shall be uniform throughout each layer. Backfill material shall have a placement moisture content less than or equal to the optimum moisture content. Backfill material with a placement content in excess of the optimum moisture content shall be removed and reworked until the moisture content is uniform and acceptable throughout the entire lift. The optimum moisture content shall be determined in accordance with AASHTO T180, Method C or D. At the end of the day's operations, the Contractor shall shape the last level of backfill so as to direct runoff of rain water away from the wall face.

Method of Measurement Concrete Bin Type Retaining Wall, Closed Face will be measured by the square foot of front surface not to exceed the dimensions shown on the contract plans or authorized by the Resident. Vertical and horizontal dimensions will be from the all edges of the facing units. No field measurements for computations will be made unless the Resident specifies, in writing, a change in the limits indicated on the plans.

Basis of Payment The accepted quantity of Prefabricated Modular Gravity Retaining Wall will be paid for at the contract unit price per square meter complete in place. Payment shall be full compensation for furnishing all labor, equipment and materials as noted in the description of work including precast concrete units hardware, joint fillers, woven drainage geotextile, cast-in-place coping or traffic barrier and technical field representative. Cost of cast-in-place concrete for leveling pad will not be paid for separately, but will be considered incidental to the Concrete Bin Type Retaining Wall, Closed Face.

Excavation, including any required shoring and dewatering, foundation material and backfill material will all be incidental to the Concrete Bin Type Retaining Wall, Closed Face.

There will be no allowance for excavating and backfilling for the Concrete Bin Type Retaining Wall, Closed Face beyond the limits shown on the approved submitted plans, except for excavation required to remove unsuitable subsoil in preparation for the foundation. Payment for excavating unsuitable subsoil shall be full compensation for all costs of pumping, drainage, sheeting, bracing and incidentals for proper execution of the work.

Payment will be made under:

Pay Item		Pay Unit
635.10	Concrete Bin Type Retaining Wall, Closed Face	Square Meter

February 27, 2003
Supersedes December 10, 2002

SPECIAL PROVISION
SECTION 652
MAINTENANCE OF TRAFFIC

Approaches Approach signing shall include the following signs as a minimum. Field conditions may warrant the use of additional signs as determined by the Resident.

Road Work Next x Miles
Road Work 500 Feet
End Road Work

Work Area At each work site, signs and channelizing devices shall be used as directed by the Resident. Signs include:

Road Work xxxx[1]
One Lane Road Ahead
Flagger Sign

Other typical signs include:

Be Prepared to Stop
Low Shoulder
Bump
Pavement Ends
No Center Stripe

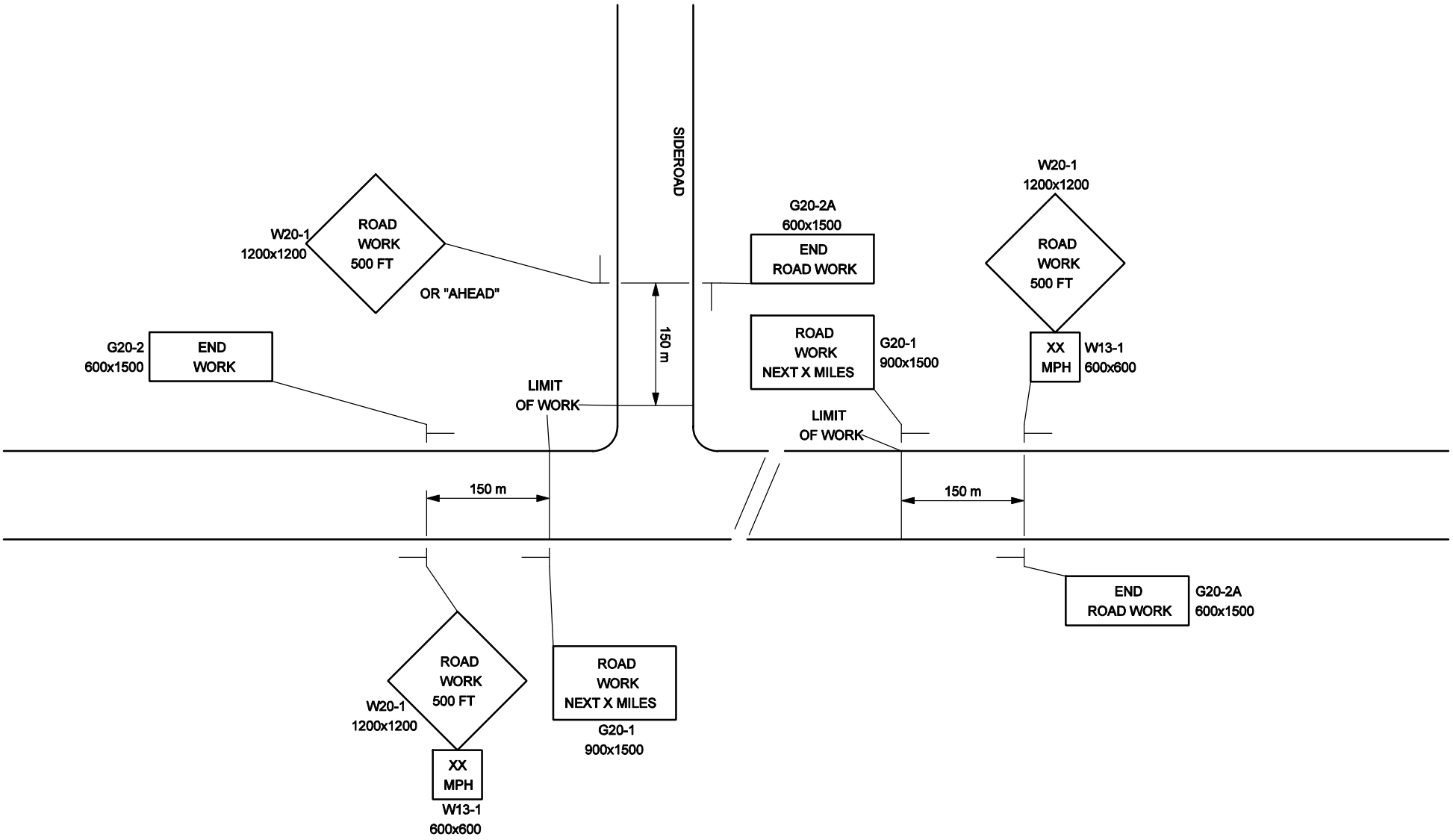
The above lists of Approach signs and Work Area signs are representative of the contract requirements. Other sign legends may be required.

The Contractor shall conduct their operations in such a manner that the roadway will not be restricted to one lane for more than 800 m [2,500 ft] at each work area. Where more than one work area restricts traffic to one lane operation, these work areas shall be separated by at least 1.6 km [1 mile] of two way operation.

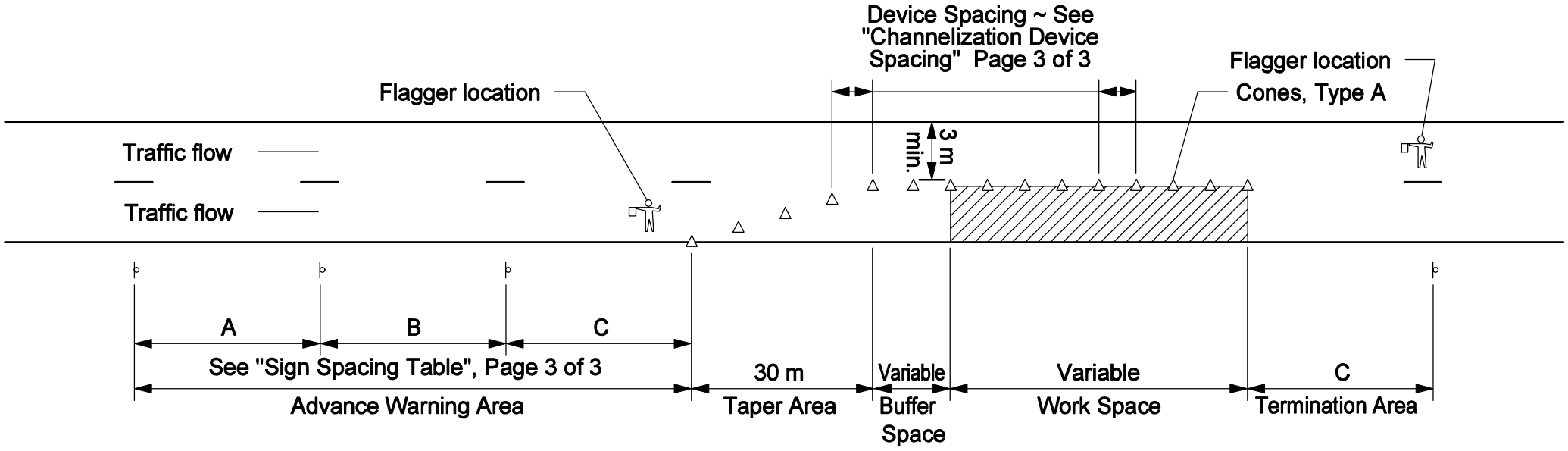
Temporary Centerline A temporary centerline shall be placed each day on all new pavement to be used by traffic. The temporary centerline, when specified of reflectorized traffic paint, shall conform to the standard marking patterns used for permanent markings.

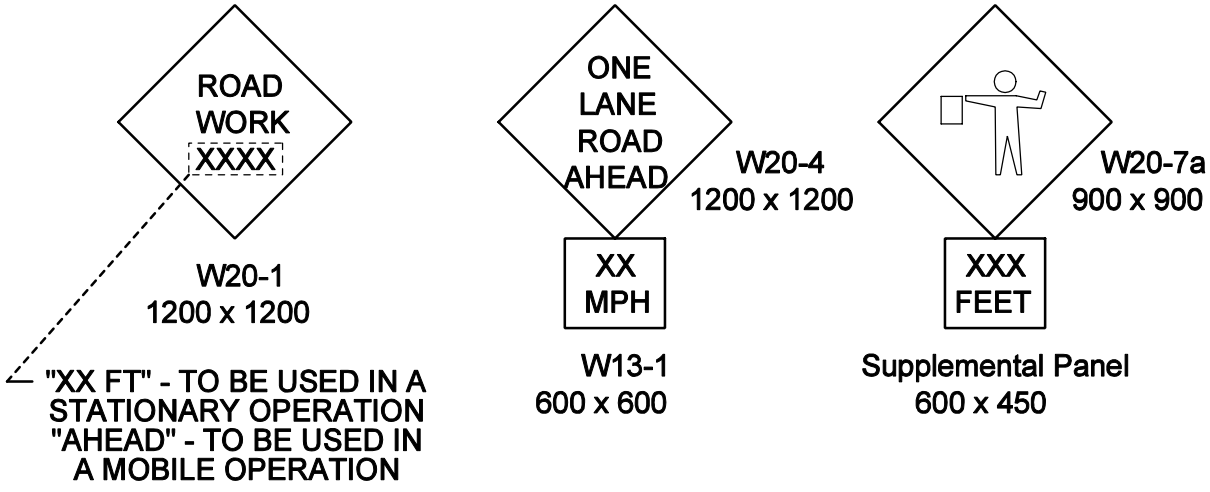
Failure to apply a temporary centerline daily will result in suspension of paving until temporary markers are applied to all previously placed pavement.

[1] "Road Work Ahead" to be used in mobile operations and "Road Work xx ft" to be used in stationary operations as directed by the Resident.



TYPICAL
-- PROJECT APPROACH SIGNING --
TWO WAY TRAFFIC





TYPICAL APPLICATION: TWO - WAY, TWO LANE ROADWAY, CLOSING ONE LANE USING FLAGGERS

TYPE OF TAPER	TAPER LENGTH (L)*
Merging Taper	at least L
Shifting Taper	at least 0.5L
Shoulder Taper	at least 0.33L
One-Lane, Two-Way Traffic Taper	100 ft (30 m) maximum
Downstream Taper	100 ft (30 m) per lane

* Formulas for L are as follows:

For speed limits of 40 mph (60 km/h) or less:

$L = \frac{WS^2}{60}$ $\quad (L = \frac{WS^2}{155})$

For speed limits of 45 mph (70 km/h) or greater:

$L = WS$ $\quad (L = \frac{WS}{1.6})$

* Formulas for L are as follows:

A minimum of 5 channelization devices shall be used in the taper.

CHANNELIZATION DEVICE SPACING

The spacing of channelization devices shall not exceed a distance equal to 1.0 times the speed limit in mph when used for taper channelization, and a distance in feet of 2.0 times the speed limit in mph when used for tangent channelization.

SIGN SPACING TABLE			
Road Type	Distance Between Signs**		
	A	B	C
Urban 30 mph (50 km/h) or less	100 (30)	100 (30)	100 (30)
Urban 35 mph (55 km/h) and greater	350 (100)	350 (100)	350 (100)
Rural	500 (150)	500 (150)	500 (150)
Expressway / Urban Parkway	2,640 (800)	1,500 (450)	1000 (300)

**Distances are shown in feet (meters).

GENERAL NOTES;

1. Final placement of signs and devices may be changed to fit field conditions as approved by the Resident.

SUGGESTED BUFFER ZONE LENGTHS

Speed (mph)	Length (feet)	Speed (mph)	Length (feet)
20	115	40	325
25	155	45	360
30	200	50	425
35	250	55	495

SPECIAL PROVISION
SECTION 656
Temporary Soil Erosion and Water Pollution Control

The following is added to Section 656 regarding Project Specific Information and Requirements. All references to the Maine Department of Transportation Best Management Practices for Erosion and Sediment Control (a.k.a. Best Management Practices manual or BMP Manual) are a reference to the latest revision of said manual. The "Table of Contents" of the latest version is dated "1/19/00" (available at http://www.state.me.us/mdot/mainhtml/bmp/bmpjan2000.pdf.) **Procedures specified shall be according to the BMP Manual unless stated otherwise.**

Delete the last sentence of Section 656.4.4, which reads, "After Final Acceptance of the project, the Contractor must submit the log to the Department which will become the property of the Department."

Any and all references to "bark mulch" or "composted bark mix" shall be a reference to "Erosion Control Mix" in accordance with *Standard Specification, Section 619 - Mulch.*

Project Specific Information and Requirements

The following information and requirements apply specifically to this Project. The temporary soil erosion and water pollution control measures associated with this work shall be addressed in the SEWPCP.

This project is in the **Chain of Ponds and Arnold Pond** watersheds, which are listed as **RESOURCE CLASS 1A** and is considered **SENSITIVE** in accordance with the BMP Manual. The Contractor's SEWPCP shall comply with Section II.B., Guidelines for Sensitive Waterbodies in the BMP Manual.

1. **A preconstruction field review is mandatory for this project. The preconstruction field review shall take place before commencing any work that involves soil disturbance or potential impacts on water quality. Attendees shall include the Environmental Coordinator, the preparer of the SEWPCP, the MDOT Resident, and a representative from the Department's ENV Water Resources Unit and an invitation shall also be extended to the Maine Land Use Regulation Commission and the Maine State Soil Scientist**. The date and time shall be set by the Contractor in consultation with the Resident and ENV Water Resources Unit representative. **A minimum 5 day notice is required.**
2. **Due to the project sensitivity, the Contractor's SEWPCP shall include specific provisions for sequencing work. Sequencing of any construction phases shall be in the Contractor's SEWPCP to minimize the potential of adverse impacts to resources. The Contractor's SEWPCP shall address the maintenance of temporary stabilization measures of all sections.**
3. The SEWPCP shall describe the location and method of temporary erosion and sediment control for existing and proposed catch basins, outlet areas and culvert inlets and outlets.
4. **Newly disturbed earth shall be mulched with hay by the end of each workday. Mulch shall be maintained on a daily basis**

SPECIAL PROVISION
SECTION 656
Temporary Soil Erosion and Water Pollution Control

5. Dust control items other than those under *Standard Specification, Section 637 – Dust Control*, if applicable, shall be included in the plan.
6. **Permanent slope stabilization measures shall be applied within one week of the last soil disturbance.**
7. Permanent seeding shall be done in accordance with *Standard Specification, Section 618 - Seeding* unless the Contract states otherwise.
8. **Culvert inlet and outlet protection shall be installed within 48 hours of culvert installation, or prior to a storm event, whichever is sooner**.
9. **After November 1, the Contractor shall use winter stabilization methods**, such as Erosion Control Mix as specified in *Standard Specification, Section 619 - Mulch*. If required, spring procedures for permanent stabilization shall also be described in the plan. Use of this product for over-winter temporary erosion control will be incidental to the contract and be paid for as part of Pay Item 656.75
10. All disturbed ditches shall be stabilized by the end of each workday. Stabilization shall be maintained on a daily basis. Erosion control blanket shall be installed in the bottoms of all ditches except where a stone lining is planned. Seed shall be applied prior to the placement of the blanket. If check dams are used, they shall be constructed of stone in accordance with BMP Manual, Section 9.
11. **Clearing limit lines shall be minimized** as shown on the design plans or as directed by the Resident.
12. The Contractor's SEWPCP shall address in-stream work at the following locations, in accordance with *Special Provision 105-Environmental Requirements*:

sta. 14+834	**sta. 20+770**
sta. 16+349	**sta. 20+973**
sta. 18+174	**sta. 28+709**
sta. 18+552	**sta. 29+326**
sta. 19+647	**sta. 29+329**

13. Stream flow shall be maintained at all times.
14. **A cofferdam sedimentation basin is required if cofferdams are used.** The basin shall be located in an upland area where the water can settle and seep into the ground or be released slowly to the resource in a manner that will not cause erosion. The location of such a cofferdam sedimentation basin shall be addressed in the SEWPCP.

Permits & Cultural Resources Unit

PIN #: 10215.00 & 9691.00
Location: Chain of Ponds
Permit Member: Laurie Rowe Photographs ☐ Database/Projex ☒ Package to ENV Coordinator: 3/27/03

☒ **HISTORIC AND CULTURAL RESOURCES**

MHPC Historic Resources	N/A ☐	Applicable☒	Approved ☒
MHPC Archeological Resources	N/A ☐	Applicable☒	Approved ☒
Tribal	N/A ☐	Applicable☒	Approved ☒

☒ **4(f) and 6(f)**

Section 4(f)	N/A ☒	Applicable☐	Approved ☐
LAWCON 6(f)	N/A ☒	Applicable☐	Approved ☐

☒ **Maine Department of Environmental Protection (MDEP) Site Location of Development**

N/A ☒ Applicable ☐ Approved ☐

☒ **Local Zoning, Title 30-A, Section 4325-6**.

Is the project something other than the highway and bridge system, such as a maintenance lot, building/parking facility? Yes ☐ No ☒. If no, the project is exempt.

If yes, continue. Does the town in which the project is located have a comprehensive plan consistent with the Growth Management Program? Yes ☐ No ☐. If no, the project is exempt.

If yes, local zoning ordinances and/or permits are needed. Approved ☐

☒ **Maine Department of Inland Fisheries and Wildlife (MDIFW) Essential Habitat**

Eagle Nest	N/A ☒	Applicable ☐	Approved ☐
Piping Plover	N/A ☒	Applicable ☐	Approved ☐
Roseate Tern	N/A ☒	Applicable☐	Approved ☐

☒ **Maine Department of Conservation/ Public Lands, Submerged Land Lease**

N/A ☒ Applicable ☐

☒ **Land Use Regulation Commission (LURC)** ☐ Not Applicable

No permit	☐	
Notice	☐	Approved ☐
Permit	☒	Approved ☒

☒ **Maine Department of Environmental Protection (MDEP), Natural Resource Protection Act**

No permit required ☒		
Exempt ☐	(Must use erosion and sediment control and not block fish passage.)	
PBR ☐		Approved ☐
Tier 1 ☐		Approved ☐
Tier 2 ☐		Approved ☐
Tier 3 ☐		Approved ☐

☒ **Army Corps of Engineers (ACOE), Section 10 of the Rivers and Harbors Act and Section 404 of the Clean Water Act.**

No permit required ☐	
Category 1-NR☐	Approved ☐
Category 2☒	Approved ☒
Category 3☐	Approved ☐

☒ **IN-WATER TIMING RESTRICTIONS:** 105 Special Provision ☒ No instream work indicated ☐

Dates instream work is allowed: 6/15 to 8/15

_____

☒ Special Provision 656, Erosion Control Plan

* Boxes marked in red indicate items that are attached and need to be placed in the contract by the Project Manager.

DEPARTMENT OF THE ARMY
NEW ENGLAND DISTRICT, CORPS OF ENGINEERS
696 VIRGINIA ROAD
CONCORD, MASSACHUSETTS 01742-2751

REPLY TO:
ATTENTION OF:

DEPARTMENT OF THE ARMY PROGRAMMATIC GENERAL PERMIT
STATE OF MAINE, SUMMARY OF SCREENING AND STATUS

OFFICE OF ENVIRON. SERVICES
MAINE DEPT. OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333

CORPS PERMIT # 200300089
CORPS PGP ID#
STATE ID# PBR

DESCRIPTION OF WORK AS ON ATTACHED STATE APPN:
Place fill below the ordinary high water line of a number of unnamed streams and in adjacent freshwater wetlands along Route 27 at Chain of Ponds, Maine in order to reconstruct a 10.67 mile section of the road. Approximately 0.2 acres of river bottom and wetlands will be impacted by the project.
DOT PIN#: 10215.00 & 9691.00

SPECIAL CONDITION: Instream work shall be conducted from June 15 to August 15 to protect fisheries and local water quality.

UTM GRID COORDINATES N: 45° 19' 51.9" W:: 70° 38' 2.9" **USGS QUAD:** CHAIN OF PONDS, ME

I. STATE ACTIONS: PENDING [X], ISSUED[ ], DENIED [ ] DATE

LEVEL OF STATE REVIEW: PERMIT BY RULE: X , TIER 1: , TIER 2 : , TIER 3: , (NRPA)

II. FEDERAL ACTIONS:

DATE STATE FILE REVIEWED: 1/14/03 (PGP JP MEETING)

LEVEL OF CORPS REVIEW: CATEGORY 1: CATEGORY 2: X

AUTHORITY: SEC 10 , 404 X 10/404 , 103

EXCLUSIONS: The exclusionary criteria identified in the general permit do not apply to this project.

ESSENTIAL FISH HABITAT (EFH): EFH PRESENT (Y) / N (CIRCLE ONE)
IF YES: Based on the terms and conditions of the PGP, which are intended to ensure that authorized projects cause no more than minimal environmental impacts, the Corps of Engineers has preliminary determined that this project will not cause more than minimal adverse effects to **EFH** identified under the Magnunson-Stevens Fisheries Conservation and Management Act.

FEDERAL RESOURCE AGENCY OBJECTIONS: EPA NO , USF&WS NO , NMFS NO

CORPS DETERMINATION: We authorize your project as proposed and as shown on the plans submitted to the Corps under the State of Maine PGP.

Please note that all work is subject to the conditions contained in the general permit and any additional special conditions listed on any attached sheets. No work may be started unless and until all other required local, State and Federal licenses and permits have been obtained. Also, this permit requires you to notify us before beginning work and allow us to inspect the project. Hence, you must complete and return the attached Work Start Notification Form(s) to this office no later than two weeks before the anticipated starting date. **(FOR PROJECTS REQUIRING MITIGATION, BE SURE TO INCLUDE MITIGATION WORK START FORM)**

Additional Special conditions Attached: (YES) / NO (CIRCLE ONE) SEE ABOVE

The Corps of Engineers has implemented an administrative appeals process for jurisdictional determinations. If you are interested in appealing the jurisdictional determination for this project; or if you would like any additional information pertaining to the appeals process, please contact Shawn Mahaney or Rod Howe of my staff at 207-623-8367 at our Manchester, Maine Project Office.

Jay L. Clement
JAY L. CLEMENT
SENIOR PROJECT MANAGER
MAINE PROJECT OFFICE

for Alan B. Killoy 16 JAN 2003
DAVID H. KILLOY **DATE**
CHIEF, PERMITS & ENFORCEMENT BRANCH
REGULATORY DIVISION

STATE OF MAINE
DEPARTMENT OF CONSERVATION
22 STATE HOUSE STATION
AUGUSTA, MAINE
04333-0022

JOHN ELIAS BALDACCI
GOVERNOR

PATRICK McGOWAN
COMMISSIONER

March 18, 2003

Maine Department of Transportation
Attn: John Dority
16 State House Station
Augusta, Maine 04333

RE: Approved LURC Road Construction Permit RP 3223

Dear Mr. Dority:

Enclosed is a copy of your approved Land Use Regulation Commission Road Construction Permit RP 3223. Please read the enclosed permit carefully, paying special attention to the conditions of approval, as your permit is valid only if you comply with those conditions. Any changes in your plans or additional construction in the future must be reviewed and approved as an amendment to your permit.

Thank you for your patience and cooperation. Should you have any further questions, please contact me at the Augusta office of the Maine Land Use Regulation Commission at (207) 287-2631.

Sincerely,

W.G.D
for Michael Demarest
Project Analyst
Permitting and Compliance Division

Enclosure: LURC Road Construction Permit RP 3223

xc: RP 3223 File
Ryan Hodgman, MDOT
Jay Clement, US Army Corps of Engineers

STATE OF MAINE
DEPARTMENT OF CONSERVATION
22 STATE HOUSE STATION
AUGUSTA, MAINE
04333-0022

JOHN ELIAS BALDACCI
GOVERNOR

PATRICK McGOWAN
COMMISSIONER

PERMIT

ROAD CONSTRUCTION PERMIT RP 3223

The staff of the Maine Land Use Regulation Commission, after reviewing the application and supporting documents submitted by Maine Department of Transportation for Road Construction Permit RP 3223, finds the following facts:

1. Applicant: Maine Department of Transportation
   Attn: John Dority, Chief Engineer
   #16 State House Station
   Augusta, Maine 04333-0016

2. Date of Completed Application: January 17, 2003

3. Location of Proposal: Chain of Ponds Twp, Franklin County
   Coburn Gore Twp, Franklin County

4. Zoning: (P-UA) Unusual Area Protection Subdistrict by virtue of the Arnold Trail
   (P-AL) Accessible Lake Protection Subdistrict
   (P-SL) Shoreland Protection Subdistrict
   (P-WL) Wetlands Protection Subdistrict
   (P-GP) Great Pond Protection Subdistrict
   (D-RS) Residential Development Subdistrict
   (M-GN) General Management Subdistrict

5. Affected Waterbody: Chain of Ponds, Arnold Pond

   The Chain of Ponds, are management class 2, resource class 1A undeveloped, highly accessible lake with outstanding fisheries, wildlife, scenic and physical resources and significant cultural resources.

   Arnold Pond, is a management class 4, resource class 1A undeveloped, highly accessible lake with outstanding scenic and cultural resources and significant fisheries resources.

   Nine Unnamed Minor Flowing Waters

Proposal

6. The Maine Department of Transportation (hereinafter MDOT) proposes to reconstruct and realign a 10.67 mile section of State Route #27 to bring the road into conformance with its

design standards for roads; reduce traffic accidents; reduce the amount of sand and salt applied to this road segment; and reduce the migration of sand and salt to the Chain of Ponds, Arnold Pond, three perennial streams and six intermittent streams. At present, the road does not meet the MDOT standards for a maximum curve of 10 degrees and a maximum grade of 10 percent. Eight sections of the proposed road realignment/reconstruction require permit review by this agency as Level B or C road projects. In addition to the road realignment activities, the MDOT proposes to clear and grade a 17-foot wide by 168-foot long area for a future scenic outlook in section #3 of the proposed reconstruction area. A MDOT trailer serving as a field office will be located at various locations during the project. This trailer will not contain sanitary facilities. The trailer will be located so as to meet applicable waterbody setbacks and will set back approximately 50 feet from the traveled edge of Route #27. Additionally, the project contractor(s) will have field trailers, which will also be sited accordingly. Portable chemical toilets will be made available for workers' sanitary needs.

7. The MDOT has delineated the wetlands in the proposed project area. The proposed realignment would impact 4,542 square feet of wetland. Of these wetlands, 121 square feet would be stream bottom, which is a (P-WL1) Wetland Protection Subdistrict, requiring a Tier 3 wetlands review. The remainder of the impacted wetlands are forested palustrine wetlands, classed as (P-WL3) Wetland Protection Subdistrict and requiring only a Tier 1 wetlands review.

8. The MDOT has submitted an alternatives analysis demonstrating that option #1, the no-action alternative, would continue to have a major negative effect on water quality of Chain of Ponds from salt and sand migration and potential contaminants from vehicular accidents, and would increase the number of annual vehicular accidents through the year 2014. Option #2, the rehabilitation of the existing road in its present footprint, would result in 1,300 sq. ft. of impacts to (PWL-3) Wetland Protection Subdistrict, and a minimal decrease in vehicular accidents, but would still have a high potential for contamination from salt, sand, or discharge from vehicular accidents. Preferred option #3, the proposed realignment/reconstruction would result in the optimum reductions in accidents with the associated decreased risk of point source contamination of Chain of Ponds, Arnold Pond and the associated streams. The proposal would also result in the maximum reduction in the use of sand and salt, while minimizing wetlands impacts resulting directly from realignments.

9. Erosion and sedimentation control measures would be conducted in compliance with the MDOT Best Management Practices Manual (ver. 01/00). Under this manual, prior to soil disturbance, the contractor must submit to the MDOT a satisfactory Soil Erosion and Water Pollution Control Plan prepared by either a "DEP Certified Contractor" as designated by the Maine Department of Environmental Protection (MDEP), or a Maine licensed Professional Engineer, Landscape Architect, or Soil Scientist. A preconstruction field review with the contractor's environmental coordinator, the preparer of the contractor's Soil Erosion and Water Pollution Control Plan, a representative of MDOT's ENV Water Resources Unit would be conducted prior to soil disturbance. Prior to grading and filling, silt fence or other effective sediment control would be placed between areas of soil disturbance and delineated wetlands and waterbodies. Areas of exposed soils would be mulched by the end of each workday. Culvert armoring would be completed within 48 hours of installation. Erosion control blankets would be installed in ditches of less than 6% slope; rock armor in ditches with a slope of 7%

or more. Slopes of less than 2:1 would be mulched with wood waste; and revegetated, as appropriate. Slopes of greater than 2:1 would be armored with rock. Permanent slope stabilization measures would be in place within one week of final soil disturbance.

10. The proposed realignment would produce 2,608 cubic yards (23,472 square feet at 3 feet deep) of stump debris that would be disposed of by the individual contractors in compliance with state regulations.

11. The presence of ledge and immovable boulders along and beneath the project area will require blasting at several locations. Approximately eight private wells are present in Section #9 of the project. The wells will be sampled for water quality prior to and after blasting.

Review Criteria

12. Under provisions of Section 10.16, M, 3, b, (5) of the Commission's Land Use Districts and Standards, Level B and Level C road projects are allowed upon issuance of a permit by the Commission within a (P-AL) Accessible Lake Protection Subdistrict.

13. Under provisions of Section 10.14, D, 3, b, (8) of the Commission's Land Use Districts and Standards, Level B and Level C road projects are allowed upon issuance of a permit by the Commission within a (D-RS) Residential Development Subdistrict.

14. Under provisions of Sections 10.16, J, 3, b, (8) of the Commission's Land Use Districts and Standards, Level B road projects are allowed upon issuance of a permit by the Commission within an (P-UA) Unusual Area Protection Subdistrict. Under provisions of Sections 10.16, J, 3,c, (17) of the Commission's Land Use Districts and Standards, Level C road projects are allowed upon issuance of a permit by the Commission within an (P-UA) Unusual Area Protection Subdistrict provided the applicant can show by substantial evidence that the use is compatible with and will not detract from the values of the resources protected by the P-UA Protection Subdistrict. The Arnold Trail is the protected resource.

15. Under provisions of Sections 10.16, K, 3, b, (8) of the Commission's Land Use Districts and Standards, Level B road projects are allowed upon issuance of a permit by the Commission within a (P-WL) Wetlands Protection Subdistrict. Under provisions of Sections 10.16, K, 3, c, (1) of the Commission's Land Use Districts and Standards, Level C road projects are allowed upon issuance of a permit by the Commission by special exception within a (P-WL) Wetlands Protection Subdistrict provided the applicant shows by substantial evidence that (a) there is no alternative site which is both suitable to the proposed use and reasonably available to the applicant; (b) the use can be buffered from those other uses or resources within the subdistrict with which it is incompatible; and (c) such other conditions are met that the Commission may reasonably impose in accordance with the policies of the Comprehensive Land Use Plan.

16. Under the provisions of Section 10.16, I, 3, a, (10) of the Commission's Land Use Districts and Standards, water crossings of minor flowing waters do not require a permit within a (P-SL) Shoreland Protection Subdistrict.

17. Under the provisions of Sections 10.16, D, 3, b, (4) of the Commission's Land Use Districts and Standards, Level B and C road projects are allowed upon issuance of a permit by the Commission within a (P-GP) Great Pond Protection Subdistrict.

18. Under the provisions of Section 10.15, A, 3,b, (12) of the Commission's Land Use Districts and Standards, Level C road projects are allowed upon issuance of a permit by the Commission within a (M-GN) General Management Subdistrict.

19. Pursuant to Section 10.17,B, 7, a, (3), (c) of the Commission's Land Use Districts and Standards, Tier 3 reviews are required for projects altering any area of P-WL1 wetlands, or from 15,000 to 43,560 square feet of P-WL2 or P-WL3 wetlands containing critically imperiled (S1) or imperiled (S2) natural communities, or 43,560 sq. ft. or more of P-WL2 or P-WL3 wetlands.

    Alterations of P-WL1 wetlands may be eligible for Tier 1 or 2 review if the Commission determines, at the applicant's request, that the activity will have no undue adverse impact on the freshwater wetlands or other protected natural resources present. In making this determination, consideration shall include but not be limited to, such factors as the size of the alteration, functions of the impacted area, existing development or character of the area in and around the alteration site, elevation differences and hydrological connection to surface water or other protected natural resources.

20. Pursuant to Section 10.17, B, 7, b, (5), (b) of the Commission's Land Use Districts and Standards, the Commission may waive the requirement for a functional assessment, compensation, or both. The Commission may waive the requirement for compensation if it determines that any impact to wetland functions and values from the activity will be insignificant.

21. Pursuant to Section 10.17, B, 7, b of the Commission's Land Use Districts and Standards, projects requiring a Tier 2 review must:

    A. Not cause a loss in wetland area, functions and values if there is a practicable alternative to the project that would be less damaging to the environment.

    B. Limit the amount of wetland to be altered to the minimum amount necessary to complete the project.

    C. Comply with applicable water quality standards; i.e. the activity will not violate any state water quality law, including those governing the classification of the State's waters.

    D. Use erosion control measures to prevent sedimentation of surface waters.

22. Under the provisions of Section 10.17, A, 4, e, (2), (a) of the Commission's Land Use Districts and Standards, water crossing culverts in roads shall be designed to provide an opening sufficient in size and structure to accommodate 25 year frequency water flows.

23. Under the provisions of Section 10.17,A, 4, h of the Commission's Land Use Districts and Standards, publicly owned roads may be constructed in a fashion that is not in strict conformity with the provisions of this section, provided that other measures are applied that are effective in reasonably avoiding sedimentation of surface waters.

24. Under the provisions of Section 10.17, B, 1, g, (5) of the Commission's Land Use Districts and Standards, an exception may be made to the shoreline, road, and or property line setback requirements for structures where the Commission finds that such structures must be located near to the road, or property line due to the nature of their use.

25. Under the provisions of Section 10.15, A, 3, b, (10) of the Commission's Land Use Districts and Standards, solid waste disposal facilities such as stump dumps, which affect an area less than 2 acres in size may be allowed within an (M-GN) General Management Subdistrict upon issuance of a permit by the Commission.

Review Comments

26. The U.S. Army Corps of Engineers issued Programmatic General Permit #20030089 for the proposed project in January of 2003 with the special condition that in-stream work be conducted between June 15 and August 15 of the calendar year.

27. The Arnold Trail Expedition Historical Society has reviewed the application and finds that the proposed road realignment will not disrupt any known archeological sites or artifacts.

28. The Maine State Historic Preservation Commission has reviewed the application and finds that the proposed road realignment will not disrupt any known archeological sites or artifacts, in particular, the Arnold Trail.

29. The Maine State Soil Scientist has reviewed the proposed road realignment and comments that erosion and sedimentation controls appear adequate.

30. The Maine Department of Inland Fisheries and Wildlife (IFW) has reviewed this application and comments that this area is exceedingly sensitive ecologically due to the generally thin, infertile soils, steep topography, and short growing season. IFW states that sediment control seems adequately addressed in MDOT's erosion control plans, including the Special Provision for Soil Erosion and Water Pollution Control. IFW recommends that culverts be installed without downstream perches, and that existing perches be eliminated wherever possible. Further, IFW has requested a work window of June 15 to August 15 for allowable instream work. These items should be incorporated into the LURC permit.

31. The Maine Natural Areas Program has reviewed this application and comments that there are no rare botanical features documented at the site.

32. The facts are otherwise as represented in Road Construction Permit Application RP 3223 and supporting documents

Based upon the above Findings, the staff concludes that:

1. Because the realignment and associated fill extensions will relocate the road less than 300 horizontal feet from the current alignment, the road project Sections #1, #3, and #5 through #9 are Level B road projects requiring a permit from the Commission within the (P-UA) Unusual Area Protection and (P-AL) Accessible Lake Protection Subdistricts.

2. Because the realignment will extend portions of the right-of-way more than 50 horizontal feet, Sections #2 and #4 are Level C road projects and require the applicant to demonstrate by substantial evidence that the use is compatible with and will not detract from the values of the protected resource (the Arnold Trail). An archeological review was conducted by MDOT and no sites were identified. The letter of review from Duluth Wing of the Arnold Trail Expedition Historical Society further supports to the compatibility of the project with the resource value.

3. In accordance with the provisions of Section 10.17, B, 7,a (3), (c) of the Commission's Land Use District's and Standards, the proposed road realignment meets the requirements for a reduction from a Tier 3 review to a Tier 2 review. Specifically, the proposed road realignment will have an insignificant impact on the (P-WL1) Wetland because (a) the alteration of the intermittent streams are for a reconfiguration of an existing crossing, (b) the new crossings will reduce the number of perches which impede fish migration, and (c) the timing of the activities will minimize impacts to spawning activities. In addition, appropriate measures have been taken to minimize or avoid encroachment upon all wetlands in the project area and erosion and sediment control measures will be in place during and after the project.

4. The MDOT and its contractors may place field trailers closer than 75 from the traveled edge of State Route #27under the provisions of Section 10.17, B, 1, g, (5) of the Commission's Land Use Districts and Standards, because the field offices are necessary to the road realignment/reconstruction process.

5. Under the provisions of Section 10.15, A, 3, b, (10) of the Commission's Land Use Districts and Standards, within Coburn Gore Township, Chain of Ponds Township and other townships within LURC jurisdiction, stump dumps of less than two acres, may be allowed upon issuance of a permit, subject to 38 MRSA, 06-096 CMR401.7 of the Maine Department of Environmental Protection's rules within a (M-GN) General Management Subdistrict.

5. If carried out in compliance with the Conditions below, the proposal will meet the Criteria for Approval, Section 685-B(4) of the Commission's Statutes, 12 M.R.S.A.

Therefore, the staff approves the application of the Maine Department of Transportation with the following conditions:

1. The Standard Conditions (ver. 10/84), a copy of which is attached.

2. To protect fisheries resources, all stream alterations must be conducted between June 15 and August 15 of the calendar year. The outlets of the proposed culverts must be installed in such a manner that will not create downstream perches, and that existing perches be eliminated wherever possible.

3. All areas of exposed mineral soil on slopes steeper than two horizontal to one vertical must be stabilized with rock riprap. With the exception of the road travel surface and associated shoulder, all areas of exposed mineral soil within 75 feet of the stream and on slopes flatter than 2 horizontal to 1 vertical must be mulched. All soil stabilization measures must be completed during or immediately following construction to minimize the potential of soil erosion and brook/lake siltation.

4. During construction, the permittee shall take reasonable precautions to avoid siltation of the nine streams, Chain of Ponds and Arnold Pond, including, but not limited to, the use of mulch to stabilize exposed soil, cessation of construction activities during inclement weather, and any other measures, which may prove necessary. Effective erosion and sedimentation control devices shall be placed between the project area and all wetlands and/or waterbodies prior to soil disturbance.

5. If water control measures beyond those specified herein prove to be necessary in order to reasonably avoid accelerated erosion or sedimentation of surface waters, such additional measures must be employed.

6. All operations must be stopped where the continuation of such operations will cause or contribute to the occurrence of accelerated erosion or the sedimentation of surface waters, whether such occurrence is precipitated by wet weather, the failure of water control measures, or other factors. Adequate steps must immediately be taken to stop any accelerated erosion or sedimentation of surface waters and to correct the situation that led to such occurrence.

7. All field trailers and portable toilets must be located a minimum of 33 feet from the centerline of State Route #27 and any other road.

8. All stumps and other land clearing debris must be disposed of in a proper manner, in compliance with applicable state and federal solid waste laws and rules, including 38 MRSA, 06-096 CMR401.7. If land-clearing debris is to be buried or disposed of within the jurisdiction of the Maine Land Use Regulation Commission, the disposal area must be less than 2 acres in size and located within a (M-GN) General Management Subdistrict, or it must be disposed of at a facility licensed for such disposal.

This permit is approved only upon the above stated conditions and remains valid only if the permittee complies with all of these conditions. In addition, any person aggrieved by this decision of the staff may, within 30 days, request that the Commission review the decision.

DONE AND DATED AT AUGUSTA, MAINE, THIS 18th DAY OF MARCH, 2003.

By: _____
Catherine M. Carroll, Acting Director

Chapter 305: PERMIT BY RULE Section 11
State Transportation Facilities

1. Introduction. A "permit by rule" or "PBR", when approved by the Department of Environmental Protection (DEP), is an approval for an activity that requires a permit under the Natural Resources Protection Act (NRPA). Only those activities described in this chapter may proceed under the PBR process. A PBR activity will not significantly affect the environment if carried out in accordance with this chapter, and generally has less of an impact on the environment than an activity requiring an individual permit. A PBR satisfies the Natural Resources Protection Act (NRPA) permit requirement and Water Quality Certification requirement.

If a proposed activity is not described in this chapter, or will not be conducted in accordance with the standards of this chapter, the applicant must obtain an individual permit prior to beginning the activity.

A. Location of activity. The location of an activity may affect whether an activity qualifies for PBR, and whether review by the Department of Inland Fisheries and Wildlife is required.

(1) Type of resource. For some types of activities, the availability of a PBR is affected by the type of natural resource in or adjacent to which the activity is proposed. For example, an applicant proposing an activity consisting of "Movement of rocks or vegetation" may receive a PBR only if the activity will take place in a great pond, river, stream or brook. Limitations concerning the location of activities are addressed in the "Applicability" provision in each section of this chapter.

(2) Essential habitat. Essential habitats include areas critical to the survival of threatened and endangered species such as the bald eagle, least tern, roseate tern, and piping plover. If the activity is located in essential habitat, such as near an eagle nesting site, a PBR is only available if the applicant obtains written approval from the Department of Inland Fisheries and Wildlife (IF&W). This approval from IF&W must be submitted to the DEP with the PBR notification form, and the applicant must follow any conditions stated in the IF&W approval.

NOTE: Maps showing areas of essential habitat are available from the Department of Inland Fisheries and Wildlife regional headquarters, municipal offices, the Land Use Regulation Commission (for unorganized territories) and DEP regional offices. If the activity is located in essential habitat, IF&W must be contacted to request and obtain a "certification of review and approval".

B. Notification. The applicant must file notice of the activity with the DEP prior to beginning work on the activity. The notification must be on a form provided by the DEP and must include any submissions required in this chapter. The applicant must keep a copy to serve as the permit.

The notification form must be sent to the DEP by certified mail (return receipt requested), or hand delivered to the DEP and date stamped by the department.

C. Effective period

(1) Beginning of period. The PBR becomes effective 14 calendar days after the DEP receives the notification form, unless the DEP approves or denies the PBR prior to that date. If the DEP does not speak with or write to the applicant within this 14 day period regarding the PBR notification, the applicant may proceed to carry out the activity.

There are three exceptions regarding the effective date of an approved PBR:

(a) Activities listed in Section 10 (Stream crossings) occurring in association with forest management are exempt from the 14 day waiting period.

(b) Activities listed in Section 2 (Soil disturbance) and Section 10 (Stream crossings) performed or supervised by individuals currently certified in erosion control practices by the DEP are exempt from the 14 day waiting period. To be certified in erosion control practices, an individual must successfully complete all course requirements of the Voluntary Contractor Certification Program administered by the DEP's Nonpoint Source Training and Resource Center.

(c) Activities that are part of a larger project requiring a permit under the Site Location of Development or the Storm Water Management Acts may not proceed until any required permit under those laws is obtained.

NOTE: Activities that are part of a larger project may require other permits from the DEP also. These other laws may prohibit the start of construction of any part of the project unless a permit under that law is obtained. In these cases, while not a violation of this rule, starting work on a PBR approved activity would be a violation of those other applicable laws.

(2) End of period. The PBR is generally effective for 2 years from the date of approval, except that a PBR for "Replacement of structures" under Section 4 is effective for 3 years.

NOTE: Activities that qualify under this chapter may need to meet other local, state and federal requirements. Examples -- (1) If an activity extends below the low water line of a lake, coastal wetland or international boundary water, the applicant should contact the Bureau of Parks and Lands (287-3061) concerning possible lease or easement requirements, or (2) If an activity will involve work below the mean high water line in navigable waters of the United States, the applicant should contact the Army Corps of Engineers (623-8367).

D. Discretionary authority. Notwithstanding compliance with the PBR applicability requirements and standards set forth in this chapter, the DEP may require an individual permit application to be filed in any case where credible evidence indicates that the activity:

(1) May violate the standards of the NRPA (38 M.R.S.A. Section 480-D);

(2) Could lead to significant environmental impacts, including cumulative impacts; or

(3) Could adversely impact a resource of special concern.

If an individual permit is required pursuant to this subsection, the DEP shall notify the applicant in writing within the 14 calendar day waiting period described in sub-section (C) above. When the DEP notifies an applicant than an individual permit is required, no work may be conducted unless and until the individual permit is obtained.

E. Violations. A violation of law occurs when a person, or his or her agent, performs or causes to be performed any activity subject to the NRPA without first obtaining a permit from the DEP, or acts contrary to the provisions of a permit. The person, his or her agent, or both, may be held

responsible for the violation. Commonly, the "person" is the landowner, and the "agent" is the contractor carrying out the activity. A violation occurs when:

(1) An activity occurs that is not allowed under PBR, whether or not a PBR notification form has been filed with and/or approved by the DEP;

(2) An activity occurs that is allowed under PBR, but a PBR for the activity has not become effective prior to the beginning of the activity; or

(3) An activity occurs that is allowed under PBR and a PBR for the activity is in effect, but the standards specified in this chapter are not met.

See the "applicability" provision under each activity for rules concerning what activities are allowed under PBR. A PBR is only valid for the person listed on the notification form, or for his or her agent.

Each day that a violation occurs or continues is considered a separate offense. Violations are subject to criminal penalties and civil penalties of not less than $100 nor more than $10,000 for each day of that violation (38 M.R.S.A. Section 349).

NOTE: A local Code Enforcement Officer (CEO) may take enforcement action for a violation of the Natural Resources Protection Act if he or she is authorized to represent a municipality in District Court, and he or she has been certified as familiar with court procedures, 30-A M.R.S.A. Section 4452(7).

Chapter 305 Section 11

State transportation facilities

A. Applicability

(1) This section applies to the maintenance, repair, reconstruction, rehabilitation, replacement or minor construction of a State Transportation Facility carried out by, or under the authority of, the Maine Department of Transportation or the Maine Turnpike Authority, including any testing or preconstruction engineering, and associated technical support services.

(2) This section does not apply to an activity within a coastal sand dune system.

NOTE: The construction of a transportation facility other than roads and associated facilities may be subject to the Storm Water Management Law, 38 M.R.S.A. Section 420-D.

B. Standards

(1) Photographs of the area to be altered by the activity must be taken before work on the site begins. The photographs must be kept on file and be made available at the request of the DEP.

(2) The activity must be reviewed by the Department of Inland Fisheries and Wildlife, the Department of Marine Resources, the Atlantic Salmon Authority, and the DEP's Division of Environmental Assessment prior to the notification being filed with the DEP. The activity must be performed according to any recommendations from these authorities.

(3) The activity must be performed in accordance with erosion control measures conforming with the State of Maine Department of Transportation Standard Specifications for Highways and Bridges Revision of April 1995 and with the Department of Transportation's Best Management Practices for Erosion and Sediment Control, September 1997.

NOTE: Guidance on the use of erosion control best management practices can be obtained from the on site Construction Manager.

(4) Alignment changes may not exceed a distance of 200 feet between the old and new center lines in any natural resource.

(5) The activity may not alter more than 300 feet of shoreline (both shores added together) within a mile stretch of any river, stream or brook, including any bridge width or length of culvert.

(6) The activity may not alter more than 150 feet of shoreline (both shores added together) within a mile stretch of any outstanding river segment identified in 38 M.R.S.A. 480-P, including any bridge width or length of culvert.

(7) The activity must minimize wetland intrusion. The activity is exempt from the provisions of Chapter 310, the Wetland Protection Rules, if the activity alters less than 15,000 square feet of natural resources per mile of roadway (centerline measurement) provided that the following impacts are not exceeded within the 15,000 square foot area:

(a) 1,000 square feet of coastal wetland consisting of salt tolerant vegetation or shellfish habitat; or

(b) 5,000 square feet of coastal wetland not containing salt tolerant vegetation or shellfish habitat; or

(c) 1,000 square feet of a great pond.

All other activities must be performed in compliance with all sections of Chapter 310, the Wetland Protection Rules, except 310.2(C), 5(A), 9(1), 9(B) and 9(C).

(8) The activity may not permanently block any fish passage in any watercourse containing fish. The applicant must improve passage beyond what restriction may already exist unless the Department of Inland Fisheries and Wildlife, the Department of Marine Resources, the Atlantic Salmon Authority and the DEP's Division of Environmental Assessment concur that the improvement is not necessary.

(9) Rocks may not be removed from below the normal high water line of any coastal wetland, freshwater wetland, great pond, river, stream or brook except to the minimum extent necessary for completion of work within the limits of construction.

(10) If work is performed in a river, stream or brook that is less than three feet deep at the time and location of the activity, with the exception of culvert installation, the applicant must divert flow away from the activity while work is in progress.

(a) Diversion may be accomplished by the use of stable, inert material. No more than two thirds (2/3) of stream width may be diverted at one time.

(b) Any material used to divert water flow must be completely removed upon completion of the activity, and the stream bottom must be restored to its original condition.

(c) A pump may be operated, where necessary, for a temporary diversion. The pump outlet must be located and operated such that erosion or the discharge of sediment to the water is prevented.

NOTE: Guidance on the appropriate location of a diversion and materials which should be used for a stream diversion can be obtained from the on site Construction Manager.

(11) Wheeled or tracked equipment may not operate in the water. Equipment operating on the shore may reach into the water with a bucket or similar extension. Equipment may cross streams on rock, gravel or ledge bottom.

(12) All wheeled or tracked equipment that must travel or work in a vegetated wetland area must travel and work on mats or platforms.

(13) Any debris or excavated material must be stockpiled either outside the wetland or on mats or platforms. Hay bales or silt fence must be used, where necessary, to prevent sedimentation. Any debris generated during the activity must be prevented from washing downstream and must be removed from the wetland or water body. Disposal of debris must be in conformance with the Maine Hazardous Waste, Septage and Solid Waste Management Act, 38 M.R.S.A. Section 1301 et seq.

(14) Work below the normal high water line of a great pond, river, stream or brook must be done at low water except for emergency work or work agreed to by the resource agencies listed in paragraph 2 above. Measures, such as a silt boom or staked fencing, must be employed to reduce and isolate turbidity.

(15) Perimeter controls must be installed before the work starts. Disturbance of natural resources beyond the construction limits shown on the plans is not allowed under this rule.

NOTE: Guidance on the location of construction limits can be obtained from the on site Construction Manager.

(16) The use of untreated lumber is preferred. Lumber pressure treated with chromated copper arsenate (CCA) may be used, provided it is cured on dry land in a manner that exposes all surfaces to the air for a period of at least 21 days prior to construction. Wood treated with creosote or pentachlorophenol may not be used where it will contact water.

(17) A temporary road for equipment access must be constructed of crushed stone, blasted ledge, or similar materials that will not cause sedimentation or restrict fish passage. Such roads must be completely removed at the completion of the activity. In addition, any such temporary roads which are in rivers, streams or brooks, must allow for a passage of stormwater flows associated with a 10-year storm.

(18) Soil may not be disturbed during any period when soils are saturated due to rain or snow melt, except as necessary to protect work in progress or as required for bridge maintenance activities. Areas where soils are saturated (i.e. water drips from the soil when squeezed by hand, or the soil is capable of being rolled into a rod 1/8th inch in diameter that does not crumble) must be immediately mulched if they are disturbed.

(19) Disturbed soil must be protected within one week from the time it was last actively worked, and prior to any storm event, using temporary or permanent measures such as the placement of riprap, sod, mulch, erosion control blankets, or other comparable measures.

(20) Hay bale or straw mulch, where used, must be applied at a rate of at least one bale per 500 square feet (1 to 2 tons per acre).

(21) If mulch is likely to be moved because of steep slopes or wind exposure, it must be anchored with netting, peg and twine, binder or other suitable method and must be maintained until a catch of vegetation is established over the entire disturbed area.

(22) In addition to the placement of riprap, sod, erosion control blankets or mulch, additional steps must be taken where necessary to prevent sedimentation of the water Evidence of sedimentation includes visible sheet, rill or gully erosion, discoloration of water by suspended particles and/or slumping of banks. Silt fences, staked hay bales and other sedimentation control measures, where planned for, must be in place prior to the commencement of an activity, but must also be installed whenever necessary to prevent erosion and sedimentation.

NOTE: Guidance on the location and proper installation of erosion control measures can be obtained from the on site Construction Manager.

(23) Temporary erosion control measures must be maintained and inspected weekly until the site is permanently stabilized with vegetation or other permanent control measures. Erosion control measures must also be inspected immediately prior to and following storms.

(24) Permanent erosion control measures protecting all disturbed areas must be implemented within 30 days from the time the areas were last actively worked, or for fall and winter activities by the following June 15, except where precluded by the type of activity (e.g. riprap, road surfaces, etc.). The permanent erosion control measures must be maintained.

(25) The applicant shall immediately take appropriate measures to prevent erosion or sedimentation from occurring or to correct any existing problems, regardless of the time of year.

(26) Non-native species may not be planted in restored areas.

(27) Disposal of debris must be in conformance with Maine Hazardous Waste, Septage and Solid Waste Management Act, 38 M.R.S.A. Sections 1301 et seq.

(28) Disturbance of vegetation must be avoided, if possible. Where vegetation is disturbed outside of the area covered by any road or structure construction, it must be reestablished immediately upon completion of the activity and must be maintained.

(29) A vegetated area at least 25 feet wide must be established and maintained between any new stormwater outfall structure and the high water line of any open water body. A velocity reducing structure must be constructed at the outlet of the stormwater outfall that will create sheet flow of stormwater, and prevent erosion of soil within the vegetated buffer. If the 25 foot vegetated buffer is not practicable, the applicant must explain the reason for a lesser setback in writing. Approval from the DEP must be in writing and any recommendations must be incorporated into the activity.

C. Definitions. The following terms, as used in this chapter, have the following meanings, unless the context indicates otherwise:

(1) Diversion. A rerouting of a river, stream or brook to a location outside of its established channel.

(2) Fill. a. (verb) To put into or upon, supply to, or allow to enter a water body or wetland any earth, rock, gravel, sand, silt, clay, peat, or debris; b. (noun) Material, other than structures, placed in or immediately adjacent to a wetland or water body.

(3) Floodplain wetlands. Freshwater wetlands that are inundated with flood water during a 100-year flood event based on flood insurance maps produced by the Federal Emergency Agency or other site specific information.

(4) Riprap. Rocks that are fit into place, usually without mortar, on a slope as defined in the State of Maine, Department of Transportation, Standard Specifications for Highway and Bridges, revision of April 1995.

Permit No: GP-39

Effective Date: Sept. 29, 2000
Expiration Date: Sept. 29, 2005

Applicant: General Public, State of Maine

DEPARTMENT OF THE ARMY
PROGRAMMATIC GENERAL PERMIT
STATE OF MAINE

The New England District of the U.S. Army Corps of Engineers hereby issues a programmatic general permit (PGP) that expedites review of minimal impact work in coastal and inland waters 1 and wetlands within the State of Maine. Activities with minimal impacts, as specified by the terms and conditions of this general permit and on the attached DEFINITION OF CATEGORIES sheets, are either non-reporting (provided required local and state permits are received), or are reporting, to be screened by the Corps and Federal Resource Agencies for applicability under the general permit. This general permit does not affect the Corps individual permit review process or activities exempt from Corps jurisdiction.

Activities Covered: work and structures that are located in, or that affect, navigable waters of the United States (regulated by the Corps under Section 10 of the Rivers and Harbors Act of 1899) and the discharge of dredged of fill material into waters of the United States (regulated by the Corps under Section 404 of the Clean Water Act), and the transportation of dredged material for the purpose of disposal in the ocean (regulated by the Corps under Section 103 of the Marine Protection, Research and Sanctuaries Act).

PROCEDURES:

A. **State Approvals**

For projects authorized pursuant to this general perrnit that are also regulated by the State of Maine, the following state approvals are also required and must be obtained in order for this general permit authorization to be valid (applicants are responsible for ensuring that all required state permits and approval have been obtained):

(a) Maine Department of Environmental Protection (DEP): Natural Resources Protection Act permit, including permit-by-rule and general permit authorizations; Site Location and Development Act permit; and Maine Waterway Development and Conservation Act.
(b) Maine Department of Conservation: Land Use Regulation Commission (LURC) permit.
(c) Maine Department of Marine Resources: Lease.
(d) Bureau of Public Lands, Submerged Lands: Lease.

Note that projects not regulated by the State of Maine (e.g., seasonal floats or moorings) may still be authorized by this general permit.

B. **Corps Authorizations: Category I (Non-Reporting)**

Work in Maine subject to Corps jurisdiction that meets the definition of Category I on the attached DEFINITION OF CATEGORIES sheets and that meets all of this permit's other conditions, does not require separate application to the Corps of Engineers. If the State or the Corps does not contact the applicant for PBRs and Tier One permits during the State's Tier One 30-day review period, Corps approval may be assumed and the project may proceed. Refer to the Procedures Section at Paragraph E below for additional information regarding screening.

Note that the review thresholds under Category I apply to single and complete projects i only (see special condition 5). **Also note that Category I does not apply to projects occurring in a component of, or within 0.25 miles up and downstream of the main stem or tributaries of a river segment of the National Wild and Scenic River System** (see condition 11, and page 9 for the listed rivers in Maine).

There are also restrictions on other national lands or concerns, which must be met in order for projects to be eligible for authorization under this PGP. Refer to special conditions 6-13 under Paragraph F below.

Work that is not regulated by the State of Maine, but that is subject to Corps jurisdiction, is eligible for Corps authorization under this PGP in accordance with the review thresholds and conditions contained herein.

Although Category I projects are non-reporting, the Corps reserves the right to require screening or an individual permit review if there are concerns for the aquatic environment or any other factor of the public interest (see special condition 4 on Discretionary Authority). The Corps review or State/Federal screening process may also result in project modification, mitigation or other special conditions necessary to minimize impacts and protect the aquatic environment as a requirement for PGP approval.

C. Corps Authorization: Category II (Reporting - requiring screening)
APPLICATION PROCEDURES

For projects that do not meet the terms of Category I (see DEFINITION OF CATEGORIES sheets), the Corps, State, and Federal Resource Agencies will conduct joint screening meetings to review applications. If projects are concurrently regulated by the DEP or LURC, applicants do not need to submit separate applications to the Corps. For projects not regulated by DEP or LURC, applicants must submit an application to the Corps Maine Project Office for a case-by-case determination of eligibility under this general permit (Category II). **Category II projects may not proceed until written notification is received from the Corps.**

Category II projects which occur in a component of, or within 0.25 mile up or downstream of the main stem or tributaries of a river segment of the National Wild and Scenic River System, will be coordinated with the National Park Service (see special condition 11, and page 9 for listed rivers in Maine).

There are also restrictions on other national lands or concerns, which must be met in order for projects to be eligible for authorization under this PGP. Refer to special conditions 6-14 under Paragraph E below.

Category II applicants shall submit a copy of their application materials to the Maine Historic Preservation Commission and/or applicable Indian tribe(s) at the same time, or before, they apply to the DEP, LURC, or the Corps so that the project can be reviewed for the presence of historic/archaeological resources in the project area that may be affected by the proposed work. **Applications to the DEP or the Corps should include information to indicate that this has been done (applicant's statement or copy of cover letter to Maine Historic Preservation Commission and/or Indian tribe(s)).**

The Corps may require additional information on a case-by-case basis as follows:

(a) purpose of project;

(b) 8 1/2" by l l " plan views of the entire property including property lines and project limits with existing and proposed conditions **(legible, reproducible plans required);**

(c) wetland delineation for the site, information on the basis of the delineation, and calculations of waterway and wetland impact areas (see special condition 2);

(d) typical cross-section views of all wetland and waterway fill areas and wetland replication areas;

(e) delineation of submerged aquatic vegetation, e.g., eel grass beds, in tidal waters;

(f) area, type and source of fill material to be discharged into waters and wetlands, including the volume of fill below ordinary high water in inland waters and below the high tide line in coastal waters;

(g) mean low, mean high water and high tide elevations in navigable waters;

(h) limits of any Federal navigation project in the vicinity and State Plane coordinates for the limits of the proposed work closest to the Federal project;

(i) on-site alternatives analysis (contact Corps for guidance);

(j) identify and describe potential impacts to Essential Fish Habitat (contact Corps for guidance);

(k) for dredging projects, include:
1) the volume of material and area in square feet to be dredged below mean high water,
2) existing and proposed water depths,
3) type of dredging equipment to be used,
4) nature of material (e.g., silty sand),

5) any existing sediment grain size and bulk sediment chemistry data for the proposed or any nearby projects,
6) information on the location and nature of municipal or industrial discharges and occurrences of any contaminant spills in or near the project area,
7) location of the disposal site (include locus sheet),
8) shellfish survey, and
9) sediment testing, including physical, chemical and biological testing. For projects proposing open water disposal, applicants are encouraged to contact the Corps as early as possible regarding sampling and testing protocols.

The Corps may request additional information. Dredging applicants may be required to conduct a shellfish and/or eel grass survey and sediment testing, including physical, chemical and biological testing. Sediment sampling and testing plans should be prepared or approved by the Corps before the samples are collected.

STATE-FEDERAL SCREENING PROCEDURES:

The Corps intends to utilize the application information required by the State for its regulatory program to the maximum extent practicable and the Corps normally will not be interacting with an applicant who is concurrently making application to the DEP or LURC. Projects not regulated by the State, but needing Corps of Engineers approval, **must apply directly to the Corps.** The joint screening meeting for Category II projects will occur regularly at the Corps or State of fices and will involve representatives from the DEP, the Corps, the U.S. Environmental Protection Agency, the U.S. Fish and Wildlife Service, and the National Marine Fisheries Service.

The Corps and Federal Resource Agencies will classify the project within the State's review period, not to exceed 60 days, as: 1) approvable under the PGP as proposed; 2) needs additional information, including possible project modification, mitigation or other special conditions to minimize impacts; or 3) exceeds the terms or conditions of the PGP, including the minimal effects requirement, and an individual permit review will be required. In addition, the Corps retains the ability to exercise its discretionary authority and require an individual permit, irrespective of whether the terms and conditions of this general permit are met, based on concerns for the aquatic environment or any factor of the public interest (see special condition 4 on Discretionary Authority). All Category II projects must receive written approval from the Corps before work can proceed. If the project is not approvable as proposed, the DEP, LURC, or the Corps will contact the applicant to discuss the concerns raised. If the applicant is unable to resolve the concerns, the Corps, independently or at the request of the Federal Resource Agencies, will require an individual permit for the project. The applicant will be notified of this in writing, along with information about submitting the necessary application materials. The comments from the Federal Resource Agencies to the Corps may be verbal initially, and must be made within 10 working days of the screening meeting. These comments must be confirmed in writing within 10 calendar days of the verbal response if the Resource Agency(ies) will request an individual permit. The Federal Resource Agency's comments must reflect a concern within their area of expertise, state the species or resources that could be impacted by the project, and describe the impacts that either individually or cumulatively will be more than minimal.

MINERALS MANAGEMENT SERVICE (MMS) REVIEW

For Category II projects which involve construction of solid fill structures or discharge of fills along the coast which may extend the coastline or baseline from which the territorial sea is measured, coordination between the Corps and Minerals Management Service (MMS), Continental Shelf (OCS) Survey Group, will be needed (pursuant to the Submerged Lands Act, 43 U.S.C., Section 1301-1315, 33 CFR 320.4(f). During the screening period, the Corps will forward project information to MMS for their review. MMS will coordinate their determination with the Department of the Interior (DOI) Solicitor's Office. The DOI will have 15 calendar days from the date MMS is in receipt of project information to determine if the baseline will be affected. No notification to the Corps within 15 day review period will constitute a "no affect" determination. Otherwise, the solicitor's notification to the Corps may be verbal but must be followed with a written confirmation within 10 business days from the date of the verbal notification. This procedure will be eliminated if the State of Maine provides a written waiver of interest in any increase in submerged lands caused by a change in the baseline resulting from solid fill structure or fills authorized under this general permit.

D. Corps Authorization: Category III (Individual Permit)

Work that is in the INDIVIDUAL PERMIT category on the attached DEFINITION OF CATEGORIES sheets, or that does not meet the terms and conditions of this general permit, will require an application for an individual permit from the Corps of Engineers (see 33 CFR Part 325.1). The screening procedures outlined above will only serve to delay project review in such cases. The applicant should submit the appropriate application materials (including the Corps application form) at the earliest possible date. General information and application forms can be obtained at (207) 623-8367 (Maine Field Office), (800) 343-4789, or (800) 362-4367 in Massachusetts. Individual water quality certification and coastal zone management consistency concurrence will be required from the State of Maine before Corps permit issuance.

E. Programmatic General Permit Conditions:

The following conditions apply to activities authorized under the PGP, including all Category I (non-reporting) and Category II (reporting - requiring screening) activities:

GENERAL REQUIREMENTS:

1. **Other Permits.** Authorization under this general permit does not obviate the need to obtain other Federal, state, or local authorizations required by law.

2. **Applicability of this general permit shall be evaluated with reference to Federal jurisdictional boundaries.** Applicants are responsible for ensuring that the boundaries used satisfy the federal criteria defined at 33 CFR 328-329.

3. **Minimal Effects.** Projects authorized by this general permit shall have minimal individual and cumulative adverse environmental impacts as determined by the Corps.

4. **Discretionary Authority.** Notwithstanding compliance with the terms and conditions of this permit, the Corps of Engineers retains discretionary authority to require review for an individual permit based on concerns for the aquatic environment or for any other factor of the public interest. This authority is invoked on a case-by-case basis whenever the Corps determines that the potential consequences of the proposal warrant individual review based on the concerns stated above. This authority may be invoked for projects with cumulative environmental impacts that are more than minimal or if there is a special resource or concern associated with a particular project that is not already covered by the remaining conditions of the PGP and that warrants greater review.

Whenever the Corps notifies an applicant that an individual permit may be required, authorization under this general permit is void and no work may be conducted until the individual Corps permit is obtained or until the Corps notifies the applicant that further review has demonstrated that the work may proceed under this general permit.

5. **Single and Complete Projects.** This general permit shall not be used for piecemeal work and shall be applied to single and complete projects. All components of a single project and/or all planned phases of multi-phased projects shall be treated together as constituting one single and complete project (e.g., subdivisions should include all work such as roads, utilities, and lot development). This general permit shall not be used for any activity that is part of an overall project for which an individual permit is required.

NATIONAL CONCERNS:

6. St. **John/St. Croix Rivers.** This covers work within the Saint John and Saint Croix River basins that requires approval of the International Joint Commission. This includes any temporary or permanent use, obstruction or diversion of international boundary waters which could affect the natural flow or levels of waters on the Canadian side of the line, as well as any construction or maintenance of remedial works, protective works, dams, or other obstructions in waters downstream from boundary waters when the activity could raise the natural level of water on the Canadian side of the boundary.

7. **Historic Properties.** Any activity authorized by this general permit shall comply with Section 106 of the National Historic Preservation Act. Information on the location and existence of historic resources can be obtained from the Maine Historic Preservation Commission and the National Register of Historic Places. Federally recognized tribes (Penobscots, Passamaquoddys, Micmacs, and Maliseets) may know of the existence of other sites that may be of significance to their tribes. See page 14 for historic properties contacts.

Applicants with projects which will undergo the screening process (Category II) shall submit a copy of their application materials, with the name and address of the applicant clearly indicated, to the Maine Historic Preservation Commission, 55 Capitol Street, State House Station 65, Augusta, Maine 04333, and to the applicable tribe(s) to be reviewed for the presence of historic and/or archaeological resources in the permit area that may be affected by the proposed work. The Corps will then be notified by the Commission and/or

Tribe within 10 days if there are State and/or tribal concerns that the proposed work will have an effect on historic resources. The applicant should include with their application to the State or the Corps either a copy of their cover letter or a statement of having sent their application material to the Commission and Tribe(s).

If the permittee, either prior to construction or during construction of the work authorized herein, encounters a previously unidentified archaeological or other cultural resource, within the area subject to Department of the Army jurisdiction, that might be eligible for listing in the National Register of Historic Places, he/she shall stop work and immediately notify the District Engineer and the Maine Historic Preservation Commission and/or applicable Tribe(s).

8. **National Lands.** Activities authorized by this general permit shall not impinge upon the value of any National Wildlife Refuge, National Forest, or any area administered by the National Park Service.

9. **Endangered Species.** No activity is authorized under this general permit which
- may affect a threatened or endangered species or a species proposed for such designation as identified under the Federal Endangered Species Act (ESA),
- is likely to destroy or adversely modify the critical habitat or proposed critical habitat of such species,
- would result in a 'take' of any threatened or endangered species of fish or wildlife, or
- would result in any other violation of Section 9 of the ESA protecting threatened or endangered species of plants.

Applicants shall notify the Corps if any listed species or critical habitat, or proposed species or critical habitat, is in the vicinity of the project and shall not begin work until notified by the District Engineer that the requirements of the Endangered Species Act have been satisfied and that the activity is authorized. Information on the location of threatened and endangered species and their critical habitat can be obtained from the U.S. Fish and Wildlife Service and National Marine Fisheries Service (addresses attached, page 14).

10. **Essential Fish Habitat.** As part of the PGP screening process, the Corps will coordinate with the National Marine Fisheries Service (NMFS) in accordance with the 1996 amendments to the Magnuson-Stevens Fishery and Conservation Management Act to protect and conserve the habitat of marine, estuarine and anadromous finfish, mollusks, and crustaceans. This habitat is termed "essential fish habitat (EFH)", and is broadly defined to include "those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity." Applicants may be required to describe and identify potential impacts to EFH based upon the location of the proj ect, the activity proposed, and the species present. Conservation recommendations made by NMFS will normally be included as a permit requirement by the Corps. Information on the location of EFH can be obtained from the NMFS regulations (50 CFR Part 600) (address listed on page 14) and on their web site (http://www.nero.nmfs.gov/ro/doc/webintro.html).

The EFH designation for Atlantic salmon includes all aquatic habitats in the watershed of the following rivers and streams, including all tributaries to the extent that they are currently or were historically accessible for salmon migration:

St. Croix River	PleasantRiver	UnionRiver
Boyden River	Narraguagus River	Ducktrap River
Dennys River	Tunk Stream	Sheepscot River
Hobart Stream	Patten Stream	Kennebec River
Aroostook River	Orland River	Androscoggin River
East Machias River	Penobscot River	Presumpscot River
Machias River	Passagassawaukeag River	Saco River

11. **Wild and Scenic Rivers.** Any activity that occurs in a component of, or within 0.25 mile up or downstream of the main stem or tributaries of a river segment of the National Wild and Scenic River System, **must be reviewed by the Corps under the procedures of Category II of this general permit regardless of size of impact.** This condition applies to both designated wild and scenic rivers and rivers designated by Congress as study rivers for possible inclusion while such rivers are in an official study status. The Corps will consult with the National Park Service (NPS) with regard to potential impacts of the proposed work on the resource values of the Wild and Scenic River. The culmination of this coordination will be a determination by the NPS and the Corps that the work: (1) may proceed as proposed; (2) may proceed with recommended conditions; or (3) could pose a direct and adverse effect on the resource values of the river and an individual permit is required. If pre-application consultation between the applicant and the NPS has occurred whereby the NPS has made a determination that the proposed project is appropriate for authorization under this PGP (with respect to wild and scenic river issues), this determination should be furnished to the Corps with submission of the application. The address of the NPS can be found on Page 14 of this permit. *National Wild/Scenic Rivers System (Designated River in Maine) as of 5/2/00:* Allagash River beginning at Telos Dam continuing to Allagash checkpoint at Eliza Hole Rapids, approximately 3 miles upstream of the confluence with the St. John River. Length = 92 miles

12. **Federal Navigation Project.** Any structure or work that extends closer to the horizontal limits of any Corps navigation project than a distance of three times the project's authorized depth (see attached map following page 16 for locations of these projects) shall be subject to removal at the owner's expense prior to any future Corps dredging or the performance of periodic hydrographic surveys.

13. **Navigation.** There shall be no unreasonable interference with navigation by the existence or use of the activity authorized herein and no attempt shall be made by the permittee to prevent the full and free use by the public of all navigable waters at or adjacent to the activity authorized herein.

The permittee understands and agrees that, if future operations by the United States require the removal, relocation, or other alteration, of the structure or work herein authorized, or if, in the opinion of the Secretary of the Army or his authorized representative, said structure

or work shall cause unreasonable obstruction to the free navigation of the navigable waters, the permittee will be required, upon due notice from the Corps of Engineers, to remove, relocate, or alter the structural work or obstructions caused thereby, without expense to the United States. No claim shall be made against the United States on account of any such removal or alteration.

14. **Federal Liability.** In issuing this permit, the Federal Government does not assume any liability for the following: (a) damages to the permitted project or uses thereof as a result of other permitted or unpermitted activities or from natural causes; (b) damages to the permitted project or uses thereof as a result of current or future activities undertaken by or on behalf of the United States in the public interest; (c) damages to persons, property, or to other permitted or unpermitted activities or structures caused by the activity authorized by this permit; (d) design or construction deficiencies associated with the permitted work; (e) damage claims associated with any future modification, suspension, or revocation of this permit.

MINIMIZATION OF ENVIRONMENTAL IMPACTS:

15. **Minimization.** Discharges of dredged or fill material into waters of the United States shall be avoided and minimized to the maximum extent practicable, regardless of review category.

16. **Work in Wetlands.** Heavy equipment working in wetlands shall be avoided if possible, **and if required, shall be placed on mats or other measures taken** to minimize soil and vegetation disturbance. Disturbed areas in wetlands shall be restored to preconstruction contours and conditions upon completion of the work.

17. **Temporary Fill.** Temporary fill in waters and wetlands authorized by this general permit (e.g., access roads, cofferdams) shall be properly stabilized during use to prevent erosion. Temporary fill in wetlands shall be placed on geotextile fabric laid on existing wetland grade. Temporary fills shall be disposed of at an upland site, suitably contained to prevent erosion and transport to a waterway or wetland. Temporary fill areas shall be restored to their approximate original contours but not higher. No temporary fill shall be placed in waters or wetlands unless specifically authorized by the Corps.

18. **Sedimentation and Erosion Control.** Adequate sedimentation and erosion control management measures, practices and devices, such as phased construction, vegetated filter strips, geotextile silt fences or other devices, shall be installed and properly maintained to reduce erosion and retain sediment on-site during and after construction. They shall be capable of preventing erosion, of collecting sediment, suspended and floating materials, and of filtering fine sediment. These devices shall be removed upon completion of work and the disturbed areas shall be stabilized. The sediment collected by these devices shall be removed and placed at an upland location in a manner that will prevent its later erosion into a waterway or wetland. All exposed soil and other fills shall be permanently stabilized at the earliest practicable date.

19. **Waterway Crossings.**

(a) All temporary and permanent crossings of waterbodies shall be suitably culverted, bridged, or otherwise designed to withstand and to prevent the restriction of high flows, to maintain existing low flows, and to not obstruct the movement of aquatic life indigenous to the waterbody beyond the actual duration of construction.
(b) Temporary bridges, culverts, or cofferdams shall be used for equipment access across streams (NOTE: areas of fill and/or cofferdams must be included in total waterway/wetlands impacts to determine applicability of this general permit).
(c) For projects that otherwise meet the terms of Category I, instream construction work shall be conducted during the low flow period July 15 - October 1 in any year. Projects that are not to be conducted during that time period are ineligible for Category I and shall be screened pursuant to Category II, regardless of the waterway and wetland fill and/or impact area.

20. **Discharge of Pollutants.** All activities involving any discharge of pollutants into waters of the United States authorized under this general permit shall be consistent with applicable water quality standards, effluent limitations, standards of performance, prohibitions, and pretreatment standards and management practices established pursuant to the Clean Water Act (33 U.S.C. 1251) and applicable state and local laws. If applicable water quality standards, limitations, etc., are revised or modified during the term of this permit, the authorized work shall be modified to conform with these standards within six months of the effective date of such revision or modification, or within a longer period of time deemed reasonable by the District Engineer in consultation with the Regional Administrator of the Environmental Protection Agency. Applicants may presume that state water quality standards are met with issuance of the 401 Water Quality Certification.

21. **Spawning Areas.** Discharges into known 1) fish and shellfish spawning or nursery areas; and 2) amphibian and waterfowl breeding areas, during spawning or breeding seasons shall be avoided, and impacts to these areas shall be avoided or minimized to the maximum extent practicable during all times of year.

22. **Storage of Seasonal Structures.** Coastal structures such as pier sections and floats that are removed from the waterway for a portion of the year shall be stored in an upland location located above mean high water and not in tidal marsh.

23. **Environmental Values.** The permittee shall make every reasonable effort to carry out the construction or operation of the work authorized herein in a manner so as to maintain as much as is practicable, and to minimize any adverse impacts on, existing fish and wildlife and natural environmental values.

24. **Protection of Vernal Pools.** Impacts to uplands in proximity (within 500 feet) to the vernal pools referenced in DEFINITIONS OF CATEGORIES shall be minimized to the maximum extent possible.

PROCEDURAL CONDITIONS:

25. **Cranberry Development Projects.** For Cranberry development projects authorized under the PGP, the following conditions apply:

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1. If a.cranberry bog is abandoned for any reason, the area must be allowed to convert to natural wetlands unless an individual permit is obtained from the Corps of Engineers allowing the discharge of fill for an alternate use.
2. No stream diversion shall be allowed under this permit.
3. No impoundment of perennial streams shall be allowed under this permit.
4. The project shall be designed and constructed to not cause flood damage on adjacent properties.

26. **Inspections.** The permittee shall permit the District Engineer or his authorized representative(s) to make periodic inspections at any time deemed necessary in order to ensure that the work is being performed in accordance with the terms and conditions of this permit. The District Engineer may also require post-construction engineering drawings for completed work, and post-dredging survey drawings for any dredging work. **To facilitate these inspections, the attached work notification form should be filled out and returned to the Corps for all Category II projects.**

27. Maintenance. The permittee shall maintain the work or structures authorized herein in good condition, including maintenance, to ensure public safety. Dredging projects: note that this does not include maintenance of dredging projects. Maintenance dredging is subject to the review thresholds described on the attached DEFINITION OF CATEGORIES sheets and/or any conditions included in a written Corps authorization.

28. **Property Rights.** This permit does not convey any property rights, either in real estate or material, or any exclusive privileges, nor does it authorize any injury to property or invasion of rights or any infringement of federal, state, or local laws or regulations. If **property associated with work authorized by the PGP is sold, the PGP authorization is automatically transferred to the new property owner. The new property owner should provide this information to the Corps in writing. No acknowledgement from the Corps is necessary.**

29. **Modification, Suspension, and Revocation.** This permit may be either modified, suspended, or revoked, in whole or in part, pursuant to the policies and procedures of 33 CFR 325.7 and any such action shall not be the basis for any claim for damages against the United States.

30. **Restoration.** The permittee, upon receipt of a notice of revocation of authorization under this permit, shall restore the wetland or waterway to its former condition without expense to the United States and as directed by the Secretary of the Army or his authorized representative. If the permittee fails to comply with such a directive, the Secretary or his designee may restore the wetland or waterway to its former condition, by contract or otherwise, and recover the cost from the permittee.

31. **Special Conditions.** The Corps, independently or at the request of the Federal Resource Agencies, may impose other special conditions on a project authorized pursuant to this general permit that are determined necessary to minimize adverse environmental effects or based on any other factor of the public interest. Failure to comply with all conditions of the authorization, including special conditions, will constitute a permit violation and may subject the permittee to criminal, civil, or administrative penalties or restoration.

32. **False or Incomplete Information.** If the Corps makes a determination regarding the eligibility of a project under this permit and subsequently discovers that it has relied on false, incomplete, or inaccurate information provided by the permittee, the permit shall not be valid and the government may institute appropriate legal proceedings.

33. **Abandonment.** If the permittee decides to abandon the activity authorized under this general permit, unless such abandonment is merely the transfer of property to a third party, he/she must restore the area to the satisfaction of the District Engineer.

34. **Enforcement cases.** This general permit does not apply to any existing or proposed activity in Corps jurisdiction associated with an on-going Corps of Engineers or Environmental Protection Agency enforcement action until such time as the enforcement action is resolved or the Corps determines that the activity may proceed independently without compromising the enforcement action. The Corps may choose not to accept applications or issue permits to any applicant with outstanding violations.

35. **Emergency situations.** This PGP can be used to authorize the repair, rehabilitation, or replacement of those structures destroyed by storms, floods, fire or other discrete unexpected and catastrophic event. In such situations and if the work exceeds Category I limitations, if applicant applies to the Corps within 30 days of the event, the Corps will attempt to contact the resource agencies for their approvals but, if unable to contact them, will issue an emergency permit and review them after-the-fact with the agencies at the next joint processing meeting. Proposed work submitted more than 30 days after the emergency will go through the standard PGP procedures.

DURATION OF AUTHORIZATION/GRANDFATHERING:

36. **Duration of Authorization.** Activities authorized under this general permit that have commenced (i.e., are under construction) or are under contract to commence in reliance upon this authorization will remain authorized provided the activity is completed within twelve months of the date of the general permit's expiration, modification, or revocation, unless discretionary authority has been exercised on a case-by-case basis to modify, suspend, or revoke the authorization in accordance with 33 CFR 325.2 (e)(2). Activities completed under the authorization of the general permit that was in effect at the time the activity was completed will continue to be authorized by the general permit.

37. **Previously Authorized Activities.**

(a) Activities which have commenced (i.e., are under construction or are under contract to commence) prior to the issuance date of this general permit, in reliance upon the terms and conditions of the non-reporting category of the previous Maine PGP shall remain authorized provided the activity is completed within twelve months of the date of issuance of this general permit, unless discretionary authority has been exercised on a case-by-case basis to modify, suspend, or revoke the authorization in accordance with special condition 4. The applicant must be able to document to the Corps satisfaction that the proj ect was under construction or contract by the appropriate date.

(b) Projects that have received written verification or approval from the Corps, based on applications made to the Corps prior to issuance of this general permit, for the previous Maine SPGP and PGP, Nationwide permits, regional general permits, or letters of permission shall remain authorized as specified in each authorization.

(c) This general permit does not affect activities authorized pursuant to 33 CFR Part 330.3 (activities occurring before certain dates).

For DISTRICT ENGiNEER Christine Gedfrey DATE 7 / 26 / 00

CONTACTS FOR MAINE PROGRAMMATIC GENERAL PERMIT:

U.S. Army Corps of Engineers
Maine Project Office
675 Western Avenue #3
Manchester, Maine 04351
207-623-8367
Fax # 207-623-8206

Federal Endangered Species
U.S. Fish and Wildlife Service
Maine Field Office
1033 South Main Street
Old Town, Maine 04468
207-827-5938
Fax # 207-827-6099

Federal Endangered Species and Essential Fish Habitat
National Marine Fisheries Service
One Blackburn Drive
Gloucester, Massachusetts 01939
978-281-9102
Fax # 978-281-9301

Wild and Scenic Rivers
National Park Service
North Atlantic Region
15 State Street
Boston, MA 02109
617-223-5203

Maine Historic Preservation Commission
55 Capitol Street
State House Station 65
Augusta, Maine 04333
207-287-2132
Fax # 207-287-2335

Aroostook Band of Micmacs
P.O. Box 772
Presque Isle, Maine 04769
207-764-1972
Fax # 207-764-7667

Passamaquoddy Tribe of Indians
Pleasant Point Reservation
Attn: Tribal Council
P.O. Box 343
Perry, Maine 04667
207-853-2600
Fax # 207-853-6039

Houlton Band of Maliseet Indians
Attn: Brenda Commander, Tribal Chief
Route 3 - Box 450
Houlton, Maine 04730
207-532-4273
Fax # 207-532-2660

Passamaquoddy Tribe of Indians
Indian Township Reservation
Attn: Donald Soctomah
P.O. Box 301
Princeton, Maine 04668
207-796-2301
Fax # 207-796-5256

Penobscot Indian Nation
Richard Hamilton, Chief
6 River Road
Indian Island Reservation
Old Town, Maine 04468
(207) 827-7776
Fax # 207-827-1137

Maine Department of Environmental Protection
(For State Permits and Water Quality Certifications)
Natural Resources Division
Bureau of Land and Water Quality Control
State House Station 17
Augusta, Maine 04333
207-287-2111

Southern Maine Regional Office
312 Canco Road
Portland, Maine 04103
201-822-6300

Eastern Maine Regional Office
106 Hogan Road
Bangor, Maine 04401
207-941-4570

Northern Maine Regional Office
1235 Central Drive
Skyway Park
Presque Isle, Maine 04769
207-764-0477

MaineLand UseRegulation Commission (LURC) offices
22 State House Station
Augusta, ME 04333-0022
207-287-2631
800-452-8711 (call to obtain appropriate LURC of fice)
Fax # 207-287-7439

45 Radar Road
Ashland,ME 04732-3600
207-435-7963
Fax # 207-435-7184

Lakeview Drive
P.O.BoxllO7
Greenville, ME 04441
207-695-2466
Fax # 207-695-2380

191 Main Street
EastMillinocket,ME 04430
207-746-2244
Fax # 207-746-2243

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(For CZMDeterminations)
State Planning Office
Coastal Program
184 State Street
State House Station 38
Augusta, Maine 04333
207-287- 1009

Maine Department of Marine Resources
(For Aquaculture Leases)
McKown Point
Boothbay Harbor, Maine 04575
207-633-9500

(For Submerged Lands Leases)
Maine Department of Conservation
Bureau of Parks and Lands
22 State House Station
207-287-3061

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A. INLAND WETLANDS (WATERS OF THE U.S.)[1]	CATEGORY I	CATEGORY II	INDIVIDUAL PERMIT
(a) NEW FILL/ EXCAVATION DISCHARGES	Less than 4,300 sf inland waterway and /or wetland fill and secondary impacts (e.g., areas drained, flooded or cleared). -- Includes projects covered by a State Tier One permit with no cumulative impacts over 15,000 sf in inland wetlands from previous permits, unauthorized work, and/or other state permits. -- Includes crossing of perennial waterways designated as Essential Fish Habitat (EFH) for Atlantic salmon[2] if the waterway is crossed with a span and footprints of the span abutments are outside ordinary high water with no more than 4,300 sf of associated wetland impact. -- Includes in-stream work of up to 4,300 sf of fill below ordinary high water in waterways not designated as EFH for Atlantic salmon[2] and performed in accordance with Maine Permit By Rule standards or a LURC permit.	4,300 sf to 3 acres inland waterway and/or wetland fill and secondary impacts (e.g., areas drained, flooded or cleared). -- Impact area includes all temporary and permanent fill and excavation discharges except for incidental fallback. -- Includes in-stream work, including crossings (other than a spanned crossing as described in Category I) with any discharge of fill below ordinary high water in perennial waterways designated as EFH for Atlantic salmon[2]. -- Time of year restrictions determined case-by-case.	Greater than 3 acres inland waterway and/or wetland fill and secondary impacts (e.g., areas drained, flooded or cleared). -- Impact area includes all temporary and permanent fill and excavation discharges except for incidental fallback[3]. In-stream work exceeding Category II limits. If EIS required by the Corps.

[1] Water of the U.S. in inland areas: inland rivers, streams, lakes, ponds and wetlands.

[2] Essential Fish Habitat for Atlantic salmon includes all aquatic habitats in the watersheds of the following rivers and streams, including all tributaries to the extent that they are currently or were historically accessible for salmon migration: St. Croix, Boyden, Dennys, Hobart Stream, Aroostook, East Machias, Machias, Pleasant, Narraguagus, Tunk stream, Patten Stream, Orland, Penobscot, Passagassawaukeag, Union, Ducktrap, Sheepscot, Kennebec, Androscoggin, Presumpscot and Saco River.

[3] The larger the impacts, the more likely an individual permit will be required. Projects involving widening, expansion or impacts to degraded or low value wetlands between 1-3 acres may be approved under Category II, subject to the Federal screening. The Corps recognizes and endorses the DEP Tier 2 upper thresholds of 1 acre. Compensatory mitigation is likely to be required at this level of impact.

	CATEGORY I	CATEGORY II	INDIVIDUAL PERMIT
(a) NEW FILL/ EXCAVATION DISCHARGES	-- Impact area includes all temporary and permanent fill and excavation discharges except for incidental fallback. -- In-stream work limited to July 15 - Oct. 1. -- This category excludes situations when a vernal pool of any size may be impacted, in accordance with the ME DEP definition of vernal pool[4]. -- This category excludes work within ¼ mile or a Wild and Scenic River[5]. -- This category excludes dams, dikes, or activities involving water withdrawal or water diversion. -- This category excludes work in National Wildlife Refuges.	Proactive restoration projects with any amount of impact can be reviewed under Category II. The Corps, in consultation with State and Federal agencies, must determine that net adverse effects are not more than minimal.	
(b) BANK STABILIZATION PROJECTS	Inland bank stabilization less than 500 ft. long and less than 1 cy fill per linear foot below ordinary high water in ponds, lakes, and waterway not designated as EFH for Atlantic salmon[2], provided there is no wetland fill. -- In-stream work limited to July 15 - Oct. 1.	Inland bank stabilization in ponds, lakes, and waterways not designated as EFH for Atlantic salmon[2] which exceeds Category I limits. Inland bank stabilization of any size below ordinary high water in waterways designed as EFH for Atlantic salmon[2]. -- Other stabilization exceeding Category I.	
(C) REPAIR AND MAINTENANCE OF AUTHORIZED FILLS	Repair or maintenance of existing, currently serviceable, authorized fills with no substantial expansion or change in use.	Replacement of non-serviceable fills, or repair or maintenance of serviceable fills with expansion of any amount up to 1 acre, or with a change in use.	Replacement of non-serviceable fills, or repair or maintenance of serviceable fills with greater than 1 acre of expansion.

[4] Vernal Pool: Naturally-occurring, or intentionally created for the purposes of compensatory mitigation, temporary to permanent bodies of water occurring in shallow depressions that fill during the spring and fall and may dry during the summer. Vernal pools have no permanent or viable populations of predatory fish. Vernal pools provide the primary breeding habitat for wood frogs, spotted salamanders, blue-spotted salamanders, and fairy shrimp, and provide habitat for other wildlife including several endangered and threatened species.

[5] National Wild/Scenic Rivers System (Designated River in Maine): Allagash River beginning at Telos Dam continuing to Allagash checkpoint at Eliza Hole Rapids, approximately 3 miles upstream of the confluence with the St. John River. Length = 92 miles.

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B. TIDAL WATERS AND NAVIGABLE WATERS[6]	CATEGORY I	CATEGORY II	INDIVIDUAL PERMIT
(a) FILL		Up to 1 acre waterway or wetland fill and secondary impacts (e.g., areas drained, flooded or cleared). Includes temporary and permanent waterway fill. -- Temporary tidal marsh impacts up to 1 acre. -- Permanent tidal marsh, mudflat, or vegetated shallows[7] fill up to 1,000 sf. -- Proactive restoration projects with any amount of impact can be reviewed under Cat. II. The Corps, in consultation with State and Federal agencies, must determine that net adverse effects are not more than minimal.	Greater than 1 acre waterway fill and secondary impacts (e.g., areas drained, flooded or cleared). Includes -- Temporary tidal marsh impacts over 1 acre. -- Permanent tidal marsh, mudflat, or vegetated shallows[7] fill over 1,000 sf.
(b) REPAIR AND MAINTENANCE WORK	Repair or maintenance of existing, currently serviceable, authorized structure or fills with no substantial expansion or change in use. -- Work must be in same footprint as original structure or fill	Repair or replacement of any non-serviceable structures or fill, or repair or maintenance of serviceable fills with expansion of any amount up to 1 acre, or with a change in use.	Replacement of non-serviceable structures or fill or repair or maintenance of serviceable structure or fill with expansion greater than 1 acre.

6 Navigable Waters: waters that are subject to the ebb and flow of the tide and Federally designated navigable waters (Penobscott River to Medway, Kennebec River to Moosehead Lake, and the portion of Umbagog Lake in Maine).

7 Vegetated Shallows: subtidal areas that support rooted aquatic vegetation such as eelgrass.

	CATEGORY I	CATEGORY II	INDIVIDUAL PERMIT
(c) DREDGING	Maintenance dredging of less than 1,000 cy with upland disposal. -- Proper siltation controls used -- Limited to work between November 1 and January 15. -- No impact to special aquatic sites8	Maintenance dredging of greater than 1,000 cy, new dredging of up to 25,000 cy, or projects that do not meet Category I. Disposal includes upland, open water or beach nourishment (above mean high water), only if material is determined suitable.	Maintenance dredging (any amount) in or affecting special aquatic sites7. See B(a) above for dredge disposal in wetlands or water. New dredging greater than 25,000 cy or any amount in or affecting special aquatic sites7.
(d) MOORINGS	-- Private, non-commercial, non-rental single boat moorings not associated with any boating facility? provided not located in a Federal Navigation Project, there is no interference with navigation, it is not located in vegetated shallows6, and it is within ¼ mile of the owner's residence or a public access point1o. -- Minor relocation or previously authorized mooring and moored floats consistent with Harbormaster recommendations, provided it is also consistent with local regulations, is not located in vegetated shallows, and does not interfere with navigation.	Moorings that do not meet the terms of Category I (e.g., rental or service moorings) and moorings that meet the terms of Category I that are located in a Federal anchorage.	Moorings within the horizontal limits, or with moored vessels that extend, into the horizontal limits of a Federal Navigation Project, except those in Federal anchorages under Category II.

8 Special Aquatic Sites: include wetlands and salt marsh, mudflats, riffles and pools, and vegetated shallows.

? Boating Facilities: facilities that provide, rent, or sell mooring space, such as marinas, yacht, clubs, boat clubs, boat yards, town facilities, dockominiums, etc.

1o Cannot be at a remote location to create a convenient transient anchorage.

	CATEGORY I	CATEGORY II	INDIVIDUAL PERMIT
(e) PILE-SUPPORTED STRUCTURES AND FLOATS	Reconfiguration of existing authorized docks, provided structures are not positioned over vegetated shallows[6] or salt marsh and provided floats are supported off substrate at low tide. No dredging, addition slips or expansion allowed.	Private piers and floats for navigational access to waterway (seasonal and permanent).	Structures, piers or floats that extend, or with docked/moored vessels that extend, into the horizontal limits of a Federal Navigation Project. Structures, including piers and floats, associated with a new or previously unauthorized boating facility[8].
(f) MISCELLANEOUS	-- Temporary buoys, markers, floats, etc., for recreational use during specific events, provided they are removed within 30 days after use is discontinued. -- Coast Guard approved aids to navigation. -- Oil spill clean-up temporary structures or fill. -- Fish/wildlife harvesting structures/fill (as defined by 33 CFR 330, App. A-4) -- Scientific measurement devices and survey activities such as exploratory drilling, surveying or sampling. -- Shellfish seeding (brushing the flats) projects[11]. -- Does not include oil or gas exploration and fills for roads or construction pads. -- This category excludes work in National Wildlife Refuges.	-- Structures or work in or affecting tidal or navigable waters that are not defined under any or the previous headings. Includes, but is not limited to, utility lines, aerial transmission lines, pipelines, outfalls, boat ramps, bridge fills/abutments, etc. -- Shellfish/finfish (other than Atlantic salmon), or other aquaculture facilities which are consistent with the Corps revised standard siting requirements and standard permit conditions dated 7/6/94, or as revised.	If EIS required by Corps.

[11] Brushing the flats: the placement of tree boughs, wooden lath structures, or small-mesh fencing on mudflats for the purpose of enhancing recruitment of soft-shell clams (Mya arenaria).